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[SPECIAL TO THE "TELEGRAPH"]

INTERNATIONAL ALLIANCES.

HOME HOUSING PROBLEM.

SERIOUS GALE DAMAGE.

London, Feb. 13.
For some time past, and in various ways, the British Government have been giving most careful attention to the Geneva Disarmament Protocol. That document, as the Foreign Secretary, Mr. Auston Chamberlain, stated yesterday in the House of Commons: "raises the whole question of disarmament and therefore of alliances". It is obvious, therefore, that the whole series of current problems require to be surveyed both broadly and in detail. A special sub-committee of the Committee of Imperial Defence was appointed some time ago in this connection, and is understood to have prepared various memoranda for the consideration of the Government.

Meanwhile, consultations between the Home and Dominion Governments continue by cable, as a result of which the British Government can decide what effect the provisions of the Protocol would have upon the particular interests of the respective Dominions.

STEAMER IN DISTRESS.

More Landslides Reported.

London, Feb. 13.
Last night, a gale which at times reached a velocity of 68 miles an hour was accompanied by heavy rain, and gauges in London recorded a fall of three-quarters of an inch.

Reports from many parts of the country state that large areas are again under water, and as the rain has continued intermittently during the day it is feared that considerable damage will result from floods.

Owing to the damage to overhead wires and the flooding of underground cables, inland telephone and telegraph communication has suffered considerable interference, and some of the Continental lines are also down.

HOUSE SHORTAGE.

Steel Structures Tried.

London, Feb. 13.
The housing question was brought up in the House of Commons when the estimates were debated to-day.

The discussion revealed that there was divided opinion on the merits and demerits of the so-called steel houses.

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Replying, the Parliamentary Secretary of the Ministry of Health, Sir Kingsley Wood, said that the criticisms raised in the debate were dealt with in the housing committee's report. The committee had recommended that

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CANTON OUTLOOK.

A TRIANGULAR FIGHT?

(Our Own Correspondent.)

Canton, Feb. 14.
When I saw a politically well-informed Chinese to-day he stated that when General Chan, King-ming began the great struggle for the capture and occupation of Canton, it was known that he could by no means expect a sweeping victory at once, hampered as he is by economical difficulties, adding that his original campaign fund was only a little over \$3,000,000, which was a mere dribble in the ocean compared with what would be needed for a quick initial success.

Chan's adherents are now expecting that the Yunnanese generals are contemplating hanging on to the city themselves, and that they have already taken steps to get the remaining Cantonese and their Russian friends to leave Canton. It is known that many of these Yunnanese are ex-mercenaries who cannot return to their own province. They already control the rich revenue-bearing railroad between Sam Shui and Fatsan, and it is reported that they have lately been at least very "hesitating" in contributing funds for the Government forces.

WEST RIVER NEWS.

WATER AGAIN DROPS.

The water has again dropped considerably the last week, so that most of the steamers have to stop at Do Sing as formerly, not being able to proceed all the way up to Wuchow.

The Hongkong-Wuchow passenger yacht Ko Chow, Captain E. Jones, lowered a boat at the Second Bar yesterday and soundered right across the river. Only 7 ft. 10 in. was found in the channel there.

At Sam Shui there is 1 ft. 4 in. below zero on the tide gauge (meaning about 9 ft. 6 in. on the bar).

Extensive troop movements have been observed to be constantly going on between Pak Kai and Canton, and also between Shui Hing and Wuchow. These men all belong to Dr. Sun's armies.

GOVERNMENT CHANGES.

THREE APPOINTMENTS.

The *Gazette* announces the following appointments by His Excellency the Governor:—

Mr. David William Trautman to act as an Assistant to the Secretary for Chinese Affairs and as a Deputy Registrar of Marriages.

Mr. Samuel Burnside Boyd McClellan to be Second Police Magistrate.

Mr. Norman Lockhart Smith to be Head of the Sanitary Department.

NEW J. P.'s.

SIX MORE OFFICIALS.

His Excellency the Governor has appointed the following officers to be Justices of the Peace for the Colony of Hongkong:—

Hugh Fitzherbert Bloxham, George Francis Hole, Lieut.-Comdr. R.N., John Harry Barclay, Nihil, M.C., William Lyle Paterson, Walter Rio ardon Scott, Douglas James Valentino, M.C.

AMERICAN NAVAL APPROPRIATIONS.

Washington, Feb. 13.
The Budget Bureau has requested Congress to grant an appropriation of thirty million dollars to carry out the naval construction programme which was approved by the President.

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TYPHOID OUTBREAK.

NOTHING MORE THAN NORMAL.

In a climate such as we experience in Hongkong, a certain amount of typhoid is to be expected, actually the whole year round, and there is nothing abnormal in the present incidence of the disease. Such is the official view of the prevailing typhoid epidemic.

A *Telegraph* representative was enquiring for official figures and informed that since the beginning of the present year thirty-four cases have been notified. Five of these—three British, one Indian and one Chinese—were imported, while of the remainder, seven were non-Chinese and twenty-two Chinese.

The general rate of incidence per thousand of the population per annum, calculated on the first forty days of the year, has been 0.278, the Chinese rate has been 0.225 and the non-Chinese 2.76. The Chinese rate, our representative was informed, is slightly above that of 1924, which was 0.193, but below that of 1923, which was 0.326. In regard to the non-Chinese rate, it is well below the figures for the past two years. Last year, as was only to be expected, it was as high as 6.31 and in 1923 it was 4.32.

In point of fact no comparison can really be drawn; it must be remembered that the period for which the rate for 1925 has been calculated is only 40 days, though the figures are worked out over the whole year, the incidence being assumed, for the sake of comparison, to be the same.

CHEMISTS AND DRUGS.

INTERNATIONAL CONTROL.

Geneva, Feb. 13.
The second opium conference has read the draft convention on drugs for the first time.

Article one was maintained by 14 to 11 votes, providing that a contracting party may authorise the supply to the public by chemists, in urgent cases, of tincture of laudanum and Dover powder, but not above twenty-five centigrammes in each case.

The official opium conference has agreed that members of the permanent central board for control of narcotic drugs shall be appointed for five years.—*Reuter*.

OPPOSITION.

Geneva, Feb. 13.
Several speakers at the opium conference strongly objected to the first article, including the British delegate. An interesting point is that the American delegate in committee also opposed it.

The article establishing a control board was animatedly debated. Sir M. Delevigne upheld the present wording regarding the procedure of establishing the board, which procedure includes the United States and Germany besides members of the League Council.

The vote on this was adjourned.—*Reuter*.

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JOCKEY THROWN.

MR. VIDA TAKEN TO HOSPITAL.

Riding Sir Paul's Honesty Dahlia in a trial at Happy Valley this morning, Mr. F. R. Vida had a heavy fall and was taken to the French Hospital. He is believed to have fractured his collar bone. Honesty Dahlia also fell whilst racing a week ago when the mare was injured.

Mr. Vida is extremely well-known throughout the East, especially in racing circles. He recently came down from Shanghai, to ride for Sir Paul at the Races. His absence from the Racedcourse next week, which is almost certain, will be much regretted, and his many friends wish him a speedy recovery.

"CAL'S" HOBBYHORSE.

SENSATION IN U.S. CONGRESS.

Washington, Feb. 13.
Congress was agitated to-day owing to Mr. Vinson, a Democrat of Kentucky, attempting to read an allegedly humorous poem entitled "Cal's Hobbyhorse" referring to the mechanical horse recently installed in the White House similar to those used in gymnasia, which the President daily exercises, and which has been the target of newspaper humour during the past few days.

After a heated debate regarding the propriety of ridiculing the President, Mr. Vinson was permitted to recite the poem, which described how President Coolidge profited by the Prince of Wales' example as a horseman, and continued that the White House horse shared its master's proclivities for silence. It was suggested that it be given a name for inscription on the roll of famous equines.

The reading of the poem was punctuated with shouts and cries of protest, and a vote to be taken, as soon as the stenographic report is obtainable, on the question of whether the remarks therein were in order or not.—*Reuter's American Service*.

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Bulls and Inners

From the Office Butts.

The price of popularity is cheap these days. It looks in the matter of the Kowloon hospital that the Government will shortly leave the pedestal and sit on the fence.

A French Court has decided exactly what a fresh egg is. Unfortunately the secret of a rich man's success remains one.

Radio can't live on jazz, says an American paper, but lots of Hongkong folk try to. Some nuts show too conspicuous ly on these motor cars.

This Week's Book: "June's Promise," by General Inn-Cress. Two can live as cheaply as one until the rent is raised.

Do you notice how these crossword puzzles send up the monthly light bill? In these days of self-determination it's only right and proper that Kowloon babies should demand the right to be born on the peninsula.

Harry says that so far he's soon no kilts in Hongkong. The most popular song amongst local Company chairmen at the moment is:—"Has anybody here seen Kelly?"

According to the *Daily Press*, "the completion of the fifteenth year of the reign of the present King of Siam is to be celebrated by a big exhibition." We understand that Queen's Statue Pier is to be opened at the same time.

The right number on the Sweep will be of more importance to us next week than the right number on the telephone. One result of the wheat boom will be the increase of discontented farmers touring the Orient.

"Is Hongkong musical?" Judging from the terrible noises in Flatland, Kowloon is trying hard to be. As a means of increasing the death rate the appendix must now give way to the accelerator.

Most things are pretty dear in Hongkong just now, but there's still a lot of cheap criticism knocking about. It's announced that there's no danger to worshippers in St. Paul's Cathedral. We never did like the look of the collection-plate.

Only a few years ago Kowloon was a howling wilderness, and it is still howling. Some shareholders see to it that managing directors get more than fees.

It looks to us that the Christian nations are those who have to be preparing a petition against Sunday. Local Blueboards are now said to be preparing a petition against shingling.

It will be a great day for China when it can satisfy its craving for generals without starting a fight. Kowloon tenants declare that they can provide the bull, provided the rent of the house isn't extortionate.

The perfect telephone system is said to be in sight. So is Mars, but we haven't reached it yet. A demagogue is one whose views do not agree with our own.

At first we were to use that money for flats and a hotel. Now it is suggested that naval patrols be financed. What about a nice, private lunatic asylum—or a nursing home? A telephone operator's work is neither a business nor a profession. It's a calling.

"We regret to learn that Mr. Blank has gone to the Hospital," is the way a Malayan contemporary puts it, adding, candidly enough, "we hope his stay will not be a protracted one." This business of shingling makes it hard to procure hairpins to clean out the old pipe.

Jack Dempsey is to give up boxing, and wed. Forsaking the squared ring for the small circle. Some are born popular, others become popular, while a few have popularity thrust upon them.

A Hampshire man broke his wife's jaw while practising golf at home. A Kowloon man would have pretended that it was an accident. A motor car has been invented which can move sideways. They seem determined to get the foot passenger, cost what it may.

Even crossword puzzles are dangerous. A Southampton couple became engaged while trying to work one out. Unfortunately, they also serve who only stand pat.

It looks as if Kowloon will have to wait an eternity for its maternity hospital. In Hongkong, it is calculated that there are over a hundred choosers. So you see how carefully you have to vote.

The man caught one night last week-end climbing a drain-pipe, with a pair of silk stockings in his possession, might have been given the benefit of the doubt. A lady has just invented a saucepan in which two things can boil and yet never come in contact. This should be suitable to deal with the piracy problem.

One advantage about balloon tyres is that there is no unpleasant bump when passing over a pedestrian. Didja ever notice that some folk will give three cheers for something they wouldn't give anything else for?

The easiest thing for an owner driver to run into is debt. With these haircuts all round we don't wonder the cost of living is going up.

One advantage about balloon tyres is that there is no unpleasant bump when passing over a pedestrian. How can the K.M.T. be right speaking of the local crime when every year there's a new wave of crime that's self-defeating, striking sharply at the K.M.T. and its own people?

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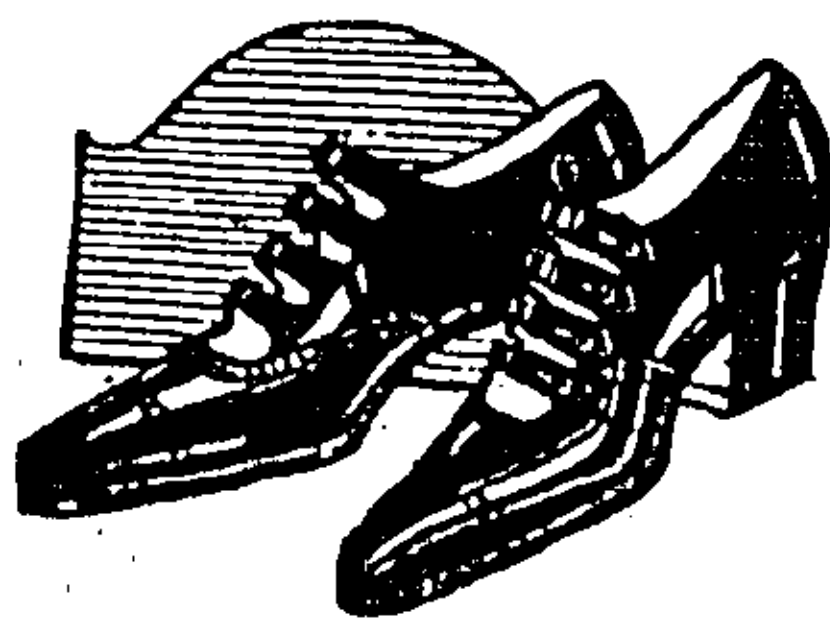
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EARLIER TELEGRAMS.

"MODERN CHILD SLAVERY."

London, February 13.
The Manchester Guardian, in an editorial headed "Modern Child Slavery" says that women and children are being exploited in China under conditions far worse than those against which English factory reformers agitated a century ago. The problem of reform is unhappily peculiarly difficult. The report of the Child Labour Commission of the Municipal Council of Shanghai is one of the most melancholy social documents of recent years. As most of the foreign Powers with treaty rights are supported by the International Labour Legislation, they should no doubt withhold their approval of the Manchester Chamber of Commerce, will exert timely pressure. Shanghai must be encouraged to press on; we must wait till China has effective Central Government before legislation can be enforced on a national scale, but as was shown in Hongkong, a promising field for reform exists in areas under foreign influence.—Reuter.

PLEA FOR A SPIRIT OF REASONABLENESS.

New York, February 13.
A plea for "a spirit of reasonableness" was the keynote of a speech delivered by the Secretary of State, Mr. Hughes on the occasion of the Lincoln banquet, in which, while reiterating America's determination to avoid foreign entanglements, he declared she could not be just to herself and refuse to co-operate in the interest of peace and mutual helpfulness. Mr. Hughes severely condemned the "turbulent spirits among us whose aim seems to be to foment ill-will, turn friends into enemies and erect between well-disposed peoples barriers of lying imputations of motive for action." He added that if Americans could sound a note, not of ignoble pacifism but of noble reasonableness, "we shall be thrice armed, secure in just influence to which no one could set a bound."—Reuter's American Service.

FRENCH BUDGET OF EXPENDITURE.

Paris, February 13.
In the Chamber, discussing the re-adjustment of ex-soldiers' pensions, the Premier, (M. Herriot) said the Government had decided to defend the national money as it was a task necessary for security. "The policy of drastic financial honesty must be continued," stated the Premier, and the Government would not try to remain in power if it felt that it was not performing its duty towards the nation. The defence of the franc is the only solution to the question of re-adjustments. M. Herriot concluded by exhorting the Chamber to renounce the useless debate and to complete immediately the discussion on the Budget of expenditures, amounting to 34,187,000,000 francs, of which 18,000,000,000 francs are for the payment of interest on France's debts, 13,777,000,000 francs for the expenditure of the Ministries, 1,400,000,000 to cope with the increases in the wages of officials, and 1,800,000,000 francs for the re-adjustment of pensions.—Havas.

RESUMPTION OF GOLD STANDARD.

London, February 13.
Although some newspapers regret that Mr. Churchill is unable to make a more precise statement in regard to the resumption of the gold standard, the principle of the Government's policy is almost unanimously endorsed. The Daily News publishes the opinion that the matter should not rest entirely in the hands of the authorities and points out that when Parliament passed the embargo on gold exports it retained the right to say when it would terminate. It is still open to Parliament to guard us from any undue haste. The Times City Editor emphasises that the financial authorities agreed that the earlier the date that can be fixed with due regard to safety the better. Sir Josiah Stamp's reservation that an agreement be reached in advance with America finds general acceptance.—Reuter.

UNIVERSITY LAW SOCIETY.

INAUGURAL MEETING YESTERDAY.

The inaugural meeting of the Hongkong University Law Society was held in the Union building at the University last evening when a large number of students attended, and were addressed by Mr. Keating on the subject of "Legal Opportunities in China."

Mr. M. A. Khan the Graduate Vice-President in introducing the speaker said that he had hoped some more worthy person would have been able to take the chair on the occasion of this first meeting. The Vice-Chancellor would have been present were it not for an engagement elsewhere, for he had always been very sympathetic towards the movement among the students. Mr. Keating had been mainly instrumental in the formation of the Society and his address would no doubt be of great value, but it was up to the members themselves, individually, to make the Society a success.

Mr. Keating then commenced his address with reference to his title which, he said, was somewhat ambiguous. He did not intend to go into the professional aspects of the law, on which subject there were many barristers and solicitors in the Colony who could do much better and who might later address them on the subject. Here was the difference in University and Professional training. The first was a prelude to the second and the object of the Society was to collate the legal work, which came before them in the University during the course of their studies.

Old Mosaic Laws.
The studies of Society would of a necessity be comparative, with the object of seeing exactly what the various systems had contributed to the generally accepted legal codes. All systems would be examined, especially the Chinese. Hongkong, the gateway of the East provided an excellent opportunity for this where there was evidence on all sides of the gradual mixing of the races. Taking the problem broadly, Mr. Keating showed how the Roman law, which in its earlier stages was essentially the law of a pastoral community, had gradually altered as the nation became agricultural. The excellence of the Roman law as shown in the Twelve Tables, came from Greece and the connection could be traced back through Babylonian influences to the old Mosaic Laws.

Excavations had proved that the Babylonian civilisation had a very complex system of laws, which were neither local nor national, but which could be passed on to other advanced civilisations. The spread of the system was mainly due to the Phoenicians, who, as traders went throughout Western Europe and founded a number of Colonies on the shores of the Mediterranean, taking with them the Customs, which had come through their ancestors, of a Semitic race which was originally under Babylonian influence.

Traces of the system were also found in Hindu law, but through the lack of historical records on this subject, in China, it was very difficult to make any definite statement where evidence was little more than circumstantial. There were very few books of reference covering the subject and these only dealt with comparatively modern times. Although they had much of Chinese sociology they contained little of law.

In conclusion, the speaker said that there was an opportunity for them at home here to study their subject. Individual effort counted greatly and if it was only the translation of one page of Chinese law, or the analysis of any single element of Chinese family life, that would be a contributing factor to the success of the Society.

The meeting closed with a vote of thanks and applause for the excellence of the initial address.

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MUT TSAI'S GUARDIAN.

WHEN A PARENT'S CARE CEASES.

That a mistress was not the lawful guardian of a *mui tai*, nor was a child in the care or charge of its parents after it had reached the age of discretion was the subject-matter of the Kowloon Magistracy yesterday of Mr. N. I. Brewer, who applied on behalf of Lau Tit-wan, a young Chinese who was sentenced to four months' hard labour by Mr. E. W. Hamilton last week, on a charge of harbouring a *mui tai* aged 19, without the consent of his guardian, for the re-hearing of the case.

Mr. Brewer said *inter alia*: On Wednesday afternoon a somewhat tear-dimmed Chinese lass was shown into my office. Her story, told timidly but unshakenly, was that her mistress was using every coercive means to persuade the girl to permit herself to be sold in Canton as a prostitute. Her mistress, she said, had been so persuading her for a long time and in consequence she had on one occasion run away to Lau Tit-wan and asked him to protect her. Now that he is in prison the mistress has been more insistent and had positively informed her that she must go to Canton that very night. The girl feared that she must give way unless I could see a way to help her. I desired to help her; as, apart from natural sympathy for her plight, I did not wish my principal witness for the defence of Lau Tit-wan to be "railroaded" to Canton.

Here then was a parallel. In a like manner this girl had a few weeks ago gone to Lau Tit-wan imploring protection. He, a lad of 20, had acted to the best of his lights, gave her a sheltering roof, and has been sentenced to four months' imprisonment for that very act of granting shelter.

S. C. A. Interviewed. I took her to the Secretary for Chinese Affairs, but to my surprise, after I had fully stated the case, I was informed by Mr. Hallifax that he could do nothing in the matter.

Had Lau Tit-wan been in my place, could he have persuaded Mr. Hallifax to help him? He would perforce have accepted the refusal and either abandoned the girl or incurred the penalty to which he has been subjected.

Still confident of the justice of my cause I pleaded further. I pointed out how one man had already been sentenced to four months' imprisonment for protecting this very girl, that no-one else dare receive her, that he was the only one who could accept such responsibility, and that I truly believed it necessary for her moral safety.

Thus I finally won from him consent to her temporary admittance to the Po Lung-kuk.

No Slavery in Hongkong. Officially there is no slavery in Hongkong. The great British Empire which has so successfully interfered to prevent slavery in divers places could scarcely admit condoning the practice within its own jurisdiction.

So that although we know that *mui tai* are bought and sold, are reared for their unpaid menial service, are treated as slaves in Hongkong and taken to China to conditions which differ from Hongkong conditions only in that their state of slavery is openly acknowledged, yet in spite of this common knowledge we defend the system by maintaining that every *mui tai* is free and can leave her mistress at will.

Are we to believe that at such a time the Legislature would have intended to take away from the *mui tai* the one right that in any way justified the Government in permitting their continued existence?

For that is the effect, if your rendering of this law be sound. The *mui tai* has the right to leave. But where can she go? Anyone according her a shelter will be sent to prison and the mighty arm of the Police be stretched forth to force her back to that slavery which she had fondly believed herself able to repudiate. After 21 she can go. But it is a poor mistress who can not coerce her into untraceable paths before that age. She can go to the S. C. A. The consent grudgingly conceded to my importunities would, I fear, have been refused to the unbefriended Chinese applicant.

The answer lies elsewhere and I submit that it is this: Lawful custody of a child is vested only in the parents, natural guardians, or created by the Court of Probate, and even such custody can be terminated by the child at an earlier age than 21.

DR. SUN'S ILLNESS.

INCREASING WEAKNESS.

Peking, February 13.—A Peking University Medical College bulletin says that Dr. Sun Yat-sen is showing an increasing weakness in his circulation. His pulse is 120 and his temperature normal.

Adoption—especially the *quasi-fictitious* guardianship which canonizes the *mui tai* system—carries no right of custody.

Up to the age of 19 the S. C. A. is the Statutory Guardian of all *mui tai*, after that age they have no guardian, and are free to choose where and with whom they shall live.

If this be so it follows that no prosecution lies for harbouring a *mui tai* over 19 provided she is a consenting party, for if she has been permitted to choose her own movements then the Ordinance has not been broken. If therefore I can satisfy your Worship on this point I ask confidently for a re-hearing at which I shall prove that Yik In-kan (the girl in this case), was a consenting party and went away and lived with Lau Tit-wan of her own free will and with the consent of the person having the lawful care and charge of her i. e. herself.

Mistress's Claim is Fantastic. English Law does not go all the way in this matter, because the cases therein are naturally concerned with the rights not of purchasers but of parents.

In one way this is helpful, because the rights of parents are naturally as great as—and one would expect greater than—the mercenary claims of a speculative buyer. So that when we find case after case of English decision wherein the very father is not entitled to the custody of infants once they have attained an age of sufficient discretion to exercise a choice, and when we find that age to be defined as 14 in the case of a boy and 16 in the case of a girl it would appear that a mistress's claim to the lawful custody of her "adopted child" until the age of 21 was fantastic in the extreme.

I will quote one case and one only. More is unnecessary, as the majority of other dealing with this subject are quoted in the text theory should your Worship desire further reference. The case I quote is—Queen v. Howes (1860) 3 Ellis and Ellis. On page 336 the learned Judge, in delivering his judgment, says: Now the cases which have been decided on this subject show that although a father is entitled to the custody of his children till they attain the age of 21 this will not grant a *habeas corpus* to hand a child which is below that age over to its father provided it has attained an age of sufficient discretion to enable it to exercise a will choice for its own interest.

Age of Discretion. The whole question is: What is the age of discretion? The Legislature has given us a guide, which we may safely follow in pointing out 16 as the age up to which the father's right to the custody of the female child is to continue, and short of which such a child has no discretion to consent to leaving him.

Now under the English law a person is to be convicted for harbouring any unmarried girl under the age of 18, without the consent of the person having the lawful care or charge of her. But the point is that after the age of 16 even the father himself cannot claim to have the lawful care or charge of his own daughter provided she chooses to determine that care or charge by severing herself therefrom, and that if she so choose she may thereafter live in the company of anyone she pleases and no charge of harbouring will lie.

I assert that Yik In-kan left her mistress's house of her own choice and voluntarily went to live with Lau Tit-wan. At the re-hearing, for which I ask, I will prove it. My point here is that under those circumstances even the girl's legitimate father or mother would be unable to substantiate a charge of "harbouring without consent of the person having the lawful care or charge of her."

But in the case of mistress and *mui tai* we can go further and state that at no age whatever is the mistress possessed of the lawful care or charge in opposition to the child's wishes.

His Worship said that he would consider the point raised by Mr. Brewer and inform him of his decision in due course.

BISHOP AND ST. ANDREW'S.

YESTERDAY'S RECEPTION.

Yesterday evening the members of St. Andrew's Church gave a warm welcome to the Bishop of Victoria and his wife, who arrived in the Colony from England a few days ago. The occasion was made quite a gala affair. The approaches to the St. Andrew's Hall were gay with bunting and the hall itself charmingly decorated. To add to the amenities of the evening the band of the East Surrey Regiment was present under Bandmaster Bradshaw and rendered happy selections during the tea interval.

Later in the evening the vicar, the Rev. G. R. Lindsay, remarked that it hardly needed words of his to express the warm feeling they had at St. Andrew's towards the Bishop and Mrs. Duppuy. They counted it a privilege and a pleasure to give expression to the good will they felt and the pleasure at seeing them back among them. The occasion reminded him of a welcome they gave the bishop some years ago and since then it had been his privilege to sit many times at the feet of the Bishop, (Laughter), metaphorically of course, for guidance in the problems that arise in a parish of the size of St. Andrew's; and he always got wise and considered judgment, and he was very glad he was back.

St. Andrew's Gift.

The vicar of a parish had a more or less easy time because he had so many to support him but the Bishop was often very lonely. However he had remedied that loneliness and they all offered a very hearty welcome to Mrs. Duppuy. (Loud applause). He had had the privilege of meeting her at Home while on leave and he discovered then how interested she was in the work of this diocese. She had been working in an honorary capacity at the C. M. S. headquarters, which was concerned with V. D. A.

In conclusion Mr. Lindsay said he wished to express the good will they felt towards the Bishop and Mrs. Duppuy and to ask them to accept a cheque as a token of their regard for them and with good wishes for the future. (Applause).

In his reply the Bishop said he first wished to thank them from his heart for the warm welcome they had received at St. Andrew's. He confessed that when he saw the steps lined with flags, the band on the lawn and then the hall it moved him tremendously. He was grateful for the welcome they had given to his wife because it was a great big thing to take on a job like it for the first time. He didn't really know how to thank them for the gift, not so much because of the gift itself as the goodwill that lay behind it.

Since he left to go on leave ten months ago he had travelled many thousands of miles and he was firmly of the opinion that the Church was going forward. During the four years he had been away from England he could see big advances and many signs of growth there and many signs of life. Continuing, the speaker instanced the growth of the Church in Australia and in China, remarking that he believed that he was the bishop of the largest and least developed diocese in the world. In conclusion he again warmly thanked St. Andrews for the welcome that had been extended and was warmly applauded and asked for continued support.

EPIDEMIC CONTROL.

CONFERENCE ENDED.

Singapore, February 13. Mr. Norman White, the epidemiologist stated that the Epidemiological Conference had agreed on all points, and the Epidemics Bureau would start work immediately.

The first step would be the dispatch of a weekly telegram with regard to the prevalence of serious epidemics, while radio messages would be broadcast from Bandong to Australia and to the East.

The delegates had shown very great solidarity and had usefully discussed special Eastern problems in connection with a revision of the Paris Sanitary Convention.



"Just as pretty as when 'twas new!"

Try our Dry-Cleaning Service

THE STEAM LAUNDRY CO.

HEAD OFFICE & WORKS: TAUMATT, T. K. 12. HONGKONG DEPOT: 16, Stanley Street, T. K. 1276. KOWLOON DEPOT: 19, Canton Road. CANTON: 19, Sham's Central, East. HONGKONG HOTEL: (Visitors only). Write or Phone for complete Price List.

You push it along

The Power Station keeps it hot



DON'T bend over an ironing table or carry irons to and fro from the kitchen range. Keep fresh instead of getting tired. Sit down to iron—the electric way. With an electric iron you merely push the iron along—the electricity keeps it hot.

HOT WATER WHEN AND WHERE YOU WANT IT.

In the bedroom, or bath room, on the tea or breakfast table an electric kettle will quickly boil water whenever you need it. Fill the kettle, connect to your nearest lampholder pendant-switch on. That's all—perfectly easy, simple, and clean. Use electricity, the modern means of eliminating work and dirt.



THE CHINA LIGHT & POWER CO., (1918) LTD.

Showroom: 62, Nathan Road, Kowloon. Phone K. 677.

HONGKONG HOTEL

Miss KITTY BARLOW

Versatile Entertainer

— IN —

SONGS AT THE PIANO

Character Songs and Child Impersonations will appear in the

Roof Garden

during Tea Dances, and in the GRILL ROOM during Dinner

on Friday and Saturday.

13th. and 14th. inst. inclusive.

The Hongkong & Shanghai Hotels, Ltd.

DOLLAR STEAMSHIP LINE

S.S. "STUART DOLLAR" sailing February 18th.

For Los Angeles and San Francisco.

For freight and further particulars apply to

DOLLAR STEAMSHIP LINE
Hongkong & Shanghai Bank Building
Telephone Central 2477, 2478 & 794

NEW ADVERTISEMENTS.

PREPAID
ADVERTISEMENTS

25 WORDS—
{ \$1.00 for 3 insertions }
{ \$1.50 if not prepaid }

State if Box No. is required

TO LET.

STORAGE Space on Marine
Lots with Godowns &
Chinese House to Let from 31st
December. W. S. Bailey, Kow-
loon Bay.

TO LET.—Spacious offices.
Second floor, China Build-
ing. Premises available March
1st. Inspection any time during
business hours. Apply The
Hongkong & Shanghai Co., Ltd.

TO LET.—Spacious Godown
in Duddell Street especially
suitable for bonded warehouse.
Apply H. M. H. Nemazoo.

TO LET.—A few spacious office
rooms. Apply Secretary,
Prince's Building & Land Co.,
Ltd.

FOR SALE.

FOR SALE.—KELLET MA-
NOR BEING NO. 185 THE
PEAK. POSSESSION NEXT
MAY.—H. Percy Smith No. 6,
Des Voeux Road Central.

BRITISH COLUMBIA.—
Desirable ORCHARD-
HOME of thirteen acres for
SALE. Charming Residence,
thoroughly modern; spacious
grounds, 800 bearing winter
apple trees; attractive location
on river, ideal climate. Good
hunting and fishing; close to
golf links and small city.—For
full particulars and photographs
apply S. T. HULL, Grand Forks,
British Columbia.

CAFE WISEMAN

are supplying

TIFFINS AND TEAS

at the

JOCKEY CLUB STAND

FOR MEMBERS

AND AT No. 11 STAND

FOR NON-MEMBERS

DURING THE RACE MEETING.

Tables may be Booked.

NOTICE.

NOTICE IS HEREBY GIVEN
that owing to increasing ill-
health Mr. H. Percy Smith has
retired from the firm of Percy
Smith, Seth & Fleming as from
the 31st day of January 1925.
The business will be carried on
as heretofore under the same firm
name.

PERCY SMITH, SETH
& FLEMING
Hongkong, 9th February 1925.

HONGKONG STOCK EXCHANGE

NOTICE IS HEREBY GIVEN
that the Stock Exchange
will be closed on MONDAY
16th, TUESDAY, 17th, WED-
NESDAY, 18th, and SATUR-
DAY, 21st, instant.

By order of the Committee,
A. NISSIM,
Secretary.
Hongkong, 12th February, 1925.

RACE HOLIDAYS.

THE Exchange Banks will
open for the transaction of
Public Business at 9.30 a.m. and
close at Noon, on Monday, Tues-
day and Wednesday, the 16th,
17th and 18th instant.

Hongkong, 11th February, 1925.

ODASORAM—Have you my
advertisement seen which
is now on page 14?

NOTICE OF REMOVAL.

WE have THIS DAY RE-
MOVED to Ground Floor
of China Building, (facing Queen's
Theatre)
O. E. WARREN & CO., LTD.,
Sanitary Engineers.
Hongkong, 1st February, 1925.

NOTICE OF REMOVAL.

THE SOUTH CHINA ATH-
LETIC ASSOCIATION is
removed to 7th floor, China
Building. Telephone No. Central
4695.

NOTICE.

RAFFLE for the late Mr. H.
W. Chaney's motor cycle
will be drawn at the Esma Club
on THURSDAY next, February
19th at 7 p.m.

NOTICE.

THE HONGKONG JOCKEY
CLUB.

RACE MEETING 1925.

February 16, 17, 18 and 21.
PASSES for Servants will be
issued on application to Messrs.
Linstead and Davis, Alexandra
Buildings. No Servants will be
allowed inside the Enclosure of
the Race Course during Race Days
WITHOUT TICKETS.

These Tickets are only available
for Servants while in attendance
on their employers or when on
duty at the various stands. Any
Chinese found loitering about with
Servants' Passes in their posses-
sion will forfeit them and holders
thereof will be removed from the
Enclosure.

C. R. BROWN,
Secretary.
Hongkong, February 2, 1925.

NOTICE.

THE HONGKONG JOCKEY
CLUB.

RACE MEETING 1925.

February 16, 17, 18 and 21.
Members' Badges of Admission
are now ready and may be obtain-
ed by those Members who have
not already received them, from
Messrs. Linstead & Davis, Alexan-
dra Buildings.

C. R. BROWN,
Secretary.
Hongkong, February 2, 1925.

NOTICE.

THE HONGKONG JOCKEY
CLUB.

RACE MEETING 1925.

February 16, 17, 18 and 21.
Tickets of admission to the Pub-
lic Enclosure may be obtained from
Messrs. Kelly & Walsh or at the
Gate. Price \$3 per day.
Soldiers and Sailors in uniform
\$1 per day.

No one admitted without a Ticket
to be shown to the Ticket Inspec-
tor at the Gate.
Linstead & Davis,
Treasurers.
Hongkong, February 2, 1925.

NOTICE.

THE HONGKONG JOCKEY
CLUB.

RACE MEETING 1925.

February 16, 17, 18 and 21.
Members have the privilege of
introducing two non-members to
the Members' Enclosure.
A limited number of tickets are
available and may be obtained from
Messrs. Linstead & Davis, Alexan-
dra Buildings on or before Satur-
day, February 14, 1925.—Price \$10.
—per day or \$30.—for the Meet-
ing.

Linstead & Davis,
Treasurers.
Hongkong, February 2, 1925.

NOTICE.

THE HONGKONG JOCKEY
CLUB.

RACE MEETING 1925.

February 16, 17, 18 and 21.
The Stewards request the plea-
sure of the presence of the Ladies
at the Races.
Hongkong, February 2, 1925.

HONGKONG TRAMWAYS LTD.

NOTICE IS HEREBY GIVEN
that the REGISTER OF
MEMBERS of Hongkong Tram-
ways Limited will be closed from
Saturday, 14th, February to Fri-
day, 27th, February 1925 both
days inclusive.

By order of the Board,
W. F. SIMMONS,
Secretary.
Hongkong, 4th February 1925.

HONGKONG TRAMWAYS
LIMITED.

(Incorporated in Hongkong).

Notice is hereby given that the
Ordinary Yearly General Meeting
of Hongkong Tramways Limited
will be held at the Offices of
Messrs. Jardine, Matheson and
Company, Limited, on FRIDAY,
the 27th day of February, 1925, at
12 o'clock noon, to transact the
ordinary business of the Company.

And Notice is hereby also given
that an Extraordinary General
Meeting of Hongkong Tramways,
Limited will be held at the Offices
of Messrs. Jardine, Matheson and
Company, Limited, on FRIDAY,
the 27th day of February, 1925, at
12.15 o'clock in the afternoon,
when the Subjoined Resolutions
will be proposed as Ordinary
Resolutions:—

(1) That the authorised Capital
of the Company (which is
now \$1,625,000 consisting
of 325,000 shares of the nomi-
nal value of \$5 each of
which the whole have been
issued) be increased to
\$3,250,000 by the creation
of 325,000 additional shares
of the nominal value of \$5
each ranking for dividend
and in all other respects
pari passu with the shares
constituting the Company's
present issued Capital.

(2) That it is desirable to capi-
talise the sum of \$1,625,000
being part of the undivided
profits of the Company
standing to the credit of
Company's Reserve Fund
and accordingly for the
purpose of effecting such
capitalisation in pursuance
of Article 123 of the Com-
pany's Articles of Associa-
tion a bonus of \$5 per share
on the issued shares of the
Company be and the same
is hereby declared and that
the Directors be and they
are hereby authorised to
satisfy such bonus by the
distribution amongst the
persons who are registered
as holders of the present
issue of shares of the Com-
pany on the 27th day of
February, 1925, of one of
the newly issued shares of
the Company credited as
fully paid up in respect of
every one existing share of
the Company, held by such
persons as aforesaid and
that such new ordinary
shares rank for dividend
and in all other respects
pari passu with the shares
already issued.

Dated the 10th day of February,
1925.
Russell Street,
W. F. SIMMONS,
Secretary.

Hongkong.

GREEN ISLAND CEMENT CO.
LIMITED.

The Thirty Sixth Ordinary An-
nual Meeting of the Shareholders
in the Company will be held at the
Offices of the Company, St. George's
Building, Chater Road, Hongkong,
on Tuesday, March 3, 1925, at 11
o'clock in the forenoon for the pur-
pose of receiving a Statement of
Account and Report of the Direc-
tors for the year ending December
31, 1925, and declaring a dividend.

The Transfer Books of the Com-
pany will be closed from Wednes-
day, February 18, 1925, until
Tuesday, March 3, 1925, both days
inclusive.

By order of
the Board of Directors,
SHEWAN TOMES & CO.,
General Managers.
Hongkong, February 11, 1925.

HONGKONG, February 11, 1925.

NOTICE.

Policy No. 3693006.
Plan: 20 Year Endowment.
Amount insured: 5,000.
Profits: 2,648.

Total paid at Maturity: 7,648.
Fun Life Assurance Co.
of Canada.
King's Building, Hongkong.
F. M. Waller,
Manager.

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Policy No. 3693006.
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Amount insured: 5,000.
Profits: 2,648.

NOTICE.

MEMBERS OF THE
HONGKONG SHARE-
BROKERS ASSOCIATION.

THE following are members of
the above Association:—

A. H. Carroll Harry O. Odell
Soo Poi Shao
W. J. Carroll
P. M. Hodgson
M. P. Lo
F. X. V. Ribeiro
Lau Tak Po
A. A. Lopez
F. X. d'Almada
Remedios
J. F. Grose
V. Yvanovich
A. P. Grovas
Jack Behar
H.M.H. Esmail
G.A. Harriman
Soo Pui Chon

By order of the Committee,
J. W. KEW,
Secretary.

NOTICE.

NOTICE IS HEREBY GIVEN
that consequent upon the
retirement of Mr. Horace Percy
Smith, the partnership subsisting
between Horace Percy Smith,
John Hennessey Seth and Daniel
M. Fleming under the firm name
of PERCY SMITH, SETH &
FLEMING in Hongkong and
FLEMING, PERCY SMITH &
SETH in Manila P.I. has been
dissolved and that the interest
and responsibility of John Hen-
nessey Seth in the Manila practice
and Daniel M. Fleming in the
Hongkong practice ceased on the
31st January 1925.

Mr. John Hennessey Seth will
carry on the practice in Hong-
kong on his own account in the
firm name and style of PERCY
SMITH SETH & FLEMING,
Incorporated Accountants.

Hongkong, 9th February 1925.

THE HONGKONG, CANTON &
MACAO STEAMBOAT CO.,
LIMITED.

Notice to Shareholders

THE ONE HUNDRED AND
FIFTH ORDINARY
MEETING of the Company will be
held at the Office of the Com-
pany, No. 4a, Des Voeux Road,
on THURSDAY, 19th February,
1925, at 12 o'clock noon for the
purpose of receiving a Report of
the Directors, together with a
Statement of Accounts, declaring
a Dividend and electing
Directors and Auditors.

The TRANSFER BOOKS of
the Company will be CLOSED
from THURSDAY, 5th February
to THURSDAY, 19th February
1925, both days inclusive, during
which period no transfer of shares
can be registered.

By Order of the Board of
Directors,
JOHN ARNOLD,
Secretary.

Hongkong, 14th January, 1925.

HONGKONG JOCKEY
CLUB.

DURING the forthcoming sea-
son Extra Race Meetings
will be held (weather permitting)
on February 28th, March 21st,
April 11th and 13th, May 2nd,
May 30th and June 1st, October
31st, and November 2nd, Decem-
ber 5th.

By Order of the Board of
Directors,
JOHN ARNOLD,
Secretary.

HONGKONG JOCKEY
CLUB.

DRAFT Programmes and
Entry Forms for the First
Extra Race Meeting to be held
on Saturday, February 28th 1925
(weather permitting) may be
obtained at the Race Course,
Hongkong Club and Causeway
Bay Stables.

Entries will close at 12 o'clock
noon on Monday, February 23rd
1925.

Handicaps will be published on
Friday, February 27th 1925.

THE HONGKONG JOCKEY
CLUB.

RACE MEETING, 1924.

"D.A.J." Extend a Cordial
invitation to all
their Friends and the Public to
attend the forthcoming RACE
MEETING at their PRIVATE
STAND. No Cards are being
issued.

HONGKONG JOCKEY CLUB.

MEMBERS are hereby advised
that the Badges issued to
them for the Annual Race
Meeting will also be available
for the 1st Extra Race Meeting
to be held on the 28th of
February 1925.

HONGKONG JOCKEY CLUB.

MEMBERS are hereby advised
that the Badges issued to
them for the Annual Race
Meeting will also be available
for the 1st Extra Race Meeting
to be held on the 28th of
February 1925.

FORTHCOMING AUCTION SALES

CHINA AUCTION
ROOMS.

China Building,
Ground Floor.

If you have anything you
would like to sell, exchange
or advertise, send it to the
CHINA AUCTION ROOMS.

E.V.M.R. de SOUSA
Auctioneer.
Tel. C. 4453.

PUBLIC AUCTION

By Order of the Mortgagees

PUBLIC AUCTION.

By Order of the Mortgagees.

PARTICULARS & CONDITIONS
OF SALE

of the
Leasehold Properties
situate at
Kowloon in the Colony of
Hongkong

and known as
Nos. 1, 2, 3, 4, 5, 6, 7, and 8
Aimal Villas
to be sold by

PUBLIC AUCTION IN 8 LOTS
on WEDNESDAY,
February 25, 1925, at 3 p.m. by
Mr. E. V. M. R. DE SOUSA,
Auctioneer.

At the China Auction Rooms,
China Building.

PARTICULARS.

Lot 1.
All that piece of ground situate
at Kowloon aforesaid and intend-
ed to be registered in the Land
Office as Section A of K. I. L.
No. 1172, together with the mes-
sage thereon known as No. 1,
Aimal Villas.

The area is 5293 sq. ft. or there-
abouts and the Crown Rent pay-
able is \$21.25.

Lot 2.
All that piece of ground situate
at Kowloon aforesaid and intend-
ed to be registered in the Land
Office as Section B of K. I. L. No. 1172,
together with the message thereon
known as No. 2, Aimal Villas.

The area is 4025 sq. ft. or there-
abouts and the Crown Rent pay-
able is \$16.20.

Lot 3.
All that piece of ground situate
at Kowloon aforesaid and intend-
ed to be registered in the Land
Office as Section C of K. I. L. No. 1172,
together with the message
thereon known as No. 3, Aimal
Villas.

The area is 3892 sq. ft. or there-
abouts and the Crown Rent pay-
able is \$15.65.

Lot 4.
All that piece of ground situate
at Kowloon aforesaid and intend-
ed to be registered in the Land
Office as Section D of K. I. L. No. 1172,
together with the mes-
sage thereon known as No. 4,
Aimal Villas.

The area is 3876 sq. ft. or there-
abouts and the Crown Rent pay-
able is \$15.65.

Lot 5.
All that piece of ground situate
at Kowloon aforesaid and intend-
ed to be registered in the Land
Office as Section E of K. I. L. No. 1172,
together with the mes-
sage thereon known as No. 5,
Aimal Villas.

The area is 6763 sq. ft. or there-
abouts.

The area of R. P. of K. I. L.
No. 1172 is 62 sq. ft. or there-
abouts.

The Crown Rent in respect of the
R. P. of K. I. L. No. 1172 is
\$27.45.

The Crown Rent in respect of the
R. P. of K. I. L. No. 1172 is
\$0.25.

Lot 7.
All that piece of ground situate
at Kowloon aforesaid and intend-
ed to be registered in the Land
Office as Section H of K. I. L. No. 1171,
together with the mes-
sage thereon known as No. 7,
Aimal Villas.

The area is 6078 sq. ft. or there-
abouts and the Crown Rent pay-
able is \$24.45.

Lot 8.
All that piece of ground situate
at Kowloon aforesaid and intend-
ed to be registered in the Land
Office as Section A of K. I. L. No. 1171,
together with the mes-
sage thereon known as No. 8,
Aimal Villas.

The area is 6078 sq. ft. or there-
abouts and the Crown Rent pay-
able is \$24.45.

Lot 9.
All that piece of ground situate
at Kowloon aforesaid and intend-
ed to be registered in the Land
Office as Section B of K. I. L. No. 1171,
together with the mes-
sage thereon known as No. 9,
Aimal Villas.

The area is 6078 sq. ft. or there-
abouts and the Crown Rent pay-
able is \$24.45.

Lot 10.
All that piece of ground situate
at Kowloon aforesaid and intend-
ed to be registered in the Land
Office as Section C of K. I. L. No. 1171,
together with the mes-
sage thereon known as No. 10,
Aimal Villas.

The area is 6078 sq. ft. or there-
abouts and the Crown Rent pay-
able is \$24.45.

Lot 11.
All that piece of ground situate
at Kowloon aforesaid and intend-
ed to be registered in the Land
Office as Section D of K. I. L. No. 1171,
together with the mes-
sage thereon known as No. 11,
Aimal Villas.

The area is 6078 sq. ft. or there-
abouts and the Crown Rent pay-
able is \$24.45.

Lot 12.
All that piece of ground situate
at Kowloon aforesaid and intend-
ed to be registered in the Land
Office as Section E of K. I. L. No. 1171,
together with the mes-
sage thereon known as No. 12,
Aimal Villas.

The area is 6078 sq. ft. or there-
abouts and the Crown Rent pay-
able is \$24.45.

PENINSULA
AUCTION ROOM.

PALACE HOTEL ANNEXE
39, Haiphong Road, Kowloon.
PUBLIC AUCTION.

The Undersigned have received
instructions to sell by Public Auc-
tion,

on TUESDAY,
February 17, 1925, at 2.30 p.m., at
his Sales Room, Palace Hotel An-
nexe, 39, Haiphong Road, Kowloon,
A Quantity of
Household and Blackwood
Furniture,

Comprising:—
Teakwood Desks, Sideboards,
Wardrobes, Dressing Tables,
Overmantles, Screens, Peram-
bulators, Safes, Cabinets,
Dining Tables, Iron Beds,
Electric Desk Lamp and Fans,
Brass Fenders, Old Chinese
Curios, Chinese Embroidered
Frames, Brass Ware, Cutlery
and Glass Ware, etc., etc.,
also

One Cabinet Gramophone, 1
Chesterfield Couch, 1 Double
Iron Bed, 1 Hawaiian Guitar, 2
Leather Cases, Heating Stoves
No. 8 and No. 9,
and

Blackcoatings, Overcoatings,
Face Cloths, Striped Flannels,
and Woollen Sweaters.
On View Now.

Terms:—Cash on Delivery.
Peninsular Auction Room,
D. C. BAPTISTA,
Auctioneer.

Hongkong, February 12, 1925.

A. B. C.
AUCTION ROOMS.

NOTICE.

NOTICE.

THE BANK OF EAST ASIA, LIMITED.

NOTICE is hereby given that the SIXTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Registered Office of the Company, No. 10 Des Voeux Road Central, at 3 p.m. Saturday, Feb., the 14th, 1925, for the purpose of receiving the Report of the Directors together with a statement of Accounts for the year ending 31st December, 1924.

The Transfer Books of the Company will be closed from Saturday, 7th February to Saturday, 14th February, 1925, both days inclusive during which period no transfer of shares can be registered.

By Order of the Board of Directors,
KAN TUNG PO,
Chief Manager.

Hongkong, January 31, 1925.

THE
PATHE-BABY
HOME-CINEMA

A SPLENDID GIFT
PATHE ORIENT;

12, Queen's Road

MASSAGE

Mr. N. AKAJI
Mrs. E. AKAJI

Graduate of Tokyo massage School.
No. 8 Queen's Rd. C. Phone C 4395

NOTICE TO CONSIGNEES

TOYO KISEN KAISHA.

S.S. "TAIYO MARU"
Voy. 19—West.

From SAN FRANCISCO via
HONOLULU, JAPAN PORTS
& SHANGHAI

The above named Steamer having arrived on Wednesday, 11th Feb., 1925, consignees of cargo are hereby notified to present their Bills of Lading for countersignature, and take immediate delivery from steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignee's risk.

Storage will be assessed on cargo remaining undelivered after Wednesday, 18th Feb. 1925. All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Wednesday, 18th February, 1925, at 11 a.m.

No claims will be recognised after goods have left the steamer or Godown, and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

Y. TSUTSUMI,
Manager.
Hongkong, 11th Feb., 1925.

NOTICE.

P. & O. S. S. Co.

STEAMER FOR
Straits, Colombo, Australia
Bombay, Egypt,
Mediterranean Ports and
London.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental American and South African Ports

THE Steamer "SARDINIA" Capt. O. SIGGERS, R.N., carrying His Majesty's Mail, will be despatched from this port on or about Thursday, the 19th Feb., 1925, at noon taking Passengers & cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer to Marseilles and London.

Parcels will be received at the Office until 5 p.m. the day before sailing. The contents and value of all packages must be declared. For further particulars, apply to—

MACKINNON, MACKENZIE & CO.,
Agents.

Hongkong, Feb., 12th, 1925.

C. E. WARREN & CO., LTD.
SANITARY ENGINEERS, etc.

OFFICE & SHOWROOM } China Building,
} Queen's Rd., C.
TEL. C. 269. } Hongkong.

Sanitary Goods,

Fire Grates,

Cooking Stoves,

Floor & Wall Tiles.

ESTIMATES FREE FOR
HEATING INSTALLA-
TIONS, HOT & COLD
WATER SYSTEMS, etc.

FOR ATTENTION OF MASTERS
OF NORTH-BOUND STEAMERS.

As, during the North-East Monsoon there is always a possibility of North-bound steamers running short of BUNKER COAL, this is to inform you that TAIT & CO., AMOY, (a well-protected port with good anchorage) have stocks of GOOD JAPANESE BUNKER COAL AT REASONABLE PRICES.

Wireless messages via Hongkong or Formosa are re-transmitted by the Great Northern Telegraph Co. and a wire to "TALL" or "COALBUNKER" AMOY, will receive their prompt attention.

Bentley's Complete—Phrase Condensed.

NOTICE.

TRUE TONE

is not only pleasant
to hear but is import-
ant to beginners, who
will learn more rapid-
ly by practising on a
piano which is well
made true, in tone and
responsive of touch
such as

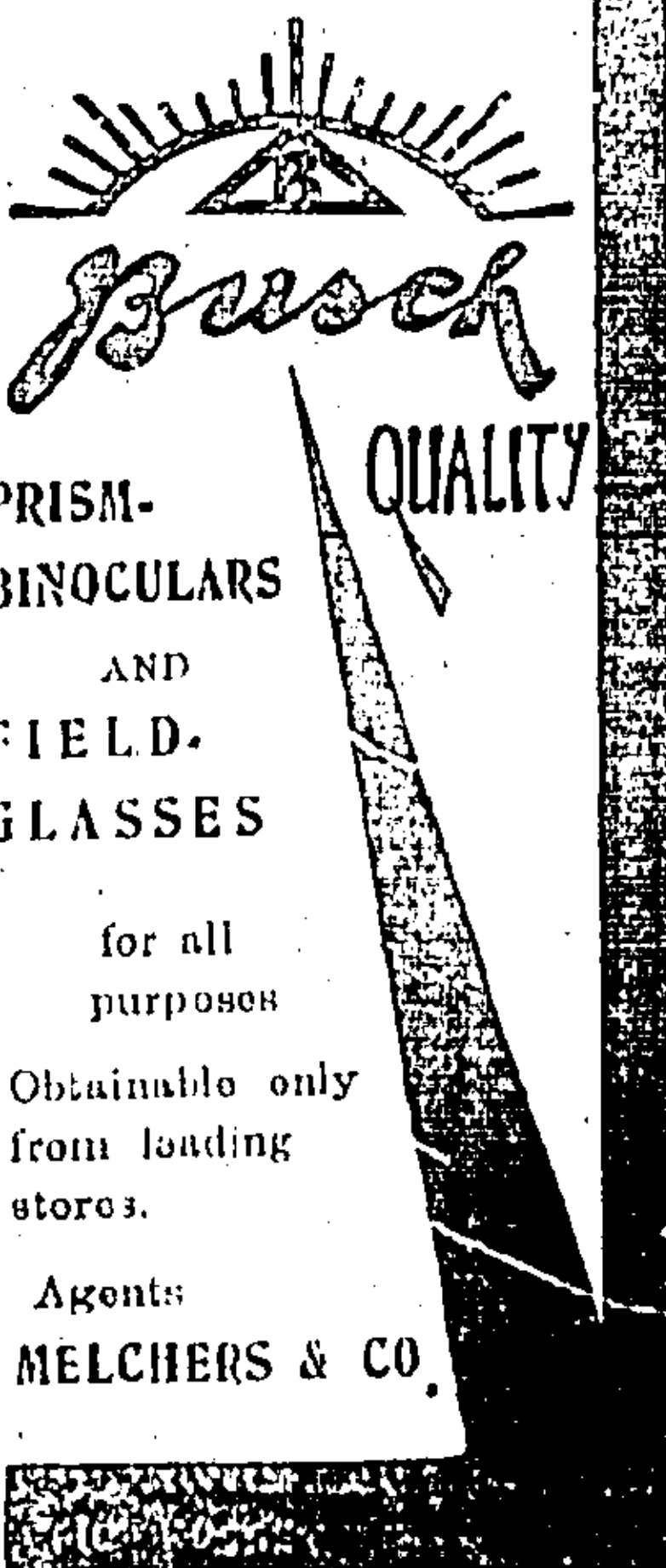
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MORRISON
PIANOS

Let us show you at

TSANG FOOK
PIANO CO.

94 a. Wanchai Road.

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BINOCULARS
AND
FIELD-
GLASSES
for all
purposes
Obtainable only
from leading
stores.
Agents:
MELCHERS & CO.

ANCIENT EARTHWORKS.

Successful Efforts for
Preservation.

Parliament is to be asked to pass a Bill, issued recently, the object of which is to preserve certain ancient earthworks in the parish of Colchester. These were the subject of a preservation order made by the Commissioners of Works last May.

It is not generally realised how many British and Roman remains are at present being destroyed, either through ignorance or carelessness, and how the operation of the Ancient Monuments Act is proving to be of great value in protecting sites of historical or scientific interest.

Recently Chobseybury Camp has been seriously mutilated. A causeway made of rubbish, including broken bottles, has been cut through the inner vallum, and barbed wire fences placed in the outer vallum, but this camp has now been scheduled as an ancient monument. In Wales the local Committee of the National Eisteddfod of Wales, which would, it might be expected, take special measures to protect their own antiquities, has filled in part of the ditch of the Great Norman Castle Mound at Mold in order to make a level space for the "Gorsedd Circle."

EFFECT OF NEW ROADS.
The operations, too, of the Ministry of Transport, while encouraging the construction of new roads, has also caused damage to ancient earthworks, notably in Montgomeryshire, where a tumulus has been partially destroyed; in the neighbourhood of Brighton, where the widening of roads has injured many pre-historic burials; and also to a small British settlement at the foot of Crummock Water in Cumberland. Quarrying threatens the continued existence of hill forts at Dinorben, in Denbighshire at Penmaenmawr, in Carnarvonshire, and on Conway Mountain.

On the other hand, much valuable work has been carried out during the past few months in preserving and recording ancient monuments. One of the most interesting of these was the identification of the site of an earthwork in a Surrey suburb by Mr. J. E. Birley. This was discovered from an unpublished plan made many years ago by a local resident, and although the camp is to-day crossed by two railway lines and almost built over, there have been found there many Neolithic implements. Not far away is the Camp on Stag Field, part of the remains of which were found during the digging of the foundations of the Metropolitan Asylums Board at Carshalton-on-the-Hill.

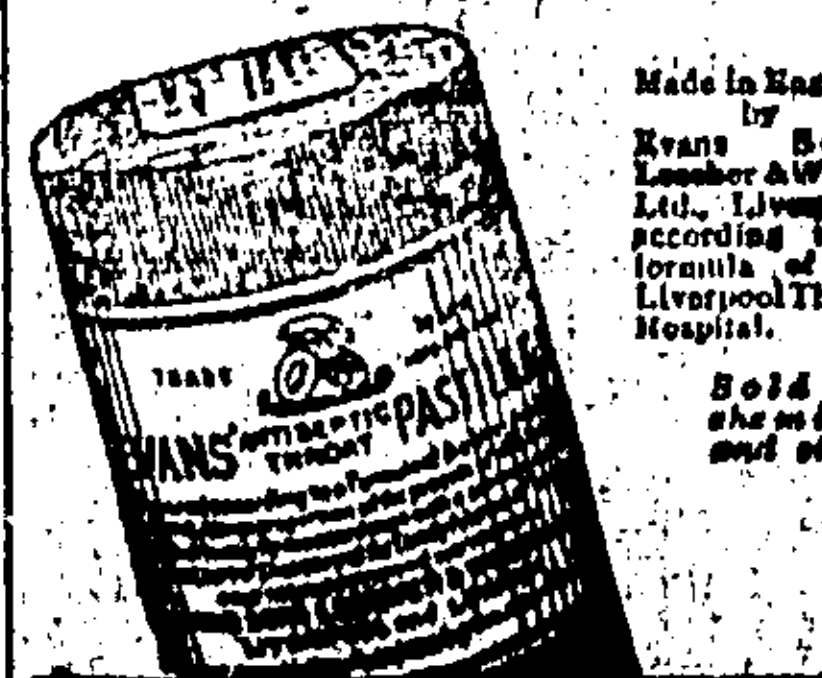
On Chobham Common heath fires have disclosed a small earthwork. In Sussex it is hoped to preserve the remains of White Hawk Camp on the racecourse at Brighton. The so-called "Roman" camp at West Runton in Norfolk, has already been bought by public subscription, while Oldbury Camp, in Kent, which was likely to be destroyed by local builders, has now been scheduled as an ancient monument, and the banks and ditches are not to be touched.



Your voice is
an asset

To remove that annoying huskiness take an occasional Evans' Pastille. All the germs of influenza, cold, chill or catarrh are killed at once by Evans' Pastille. To allay sore throat, to protect throat and lungs, take

EVANS'
Pastilles



Made in England
by Evans & Sons
Limited, Liverpool,
according to the
formula of the
Liverpool Throat
Hospital.
Solely
sold by
all chemists
and stores



SPECIAL WINDOW SHOW OF TRAVELLING REQUISITES

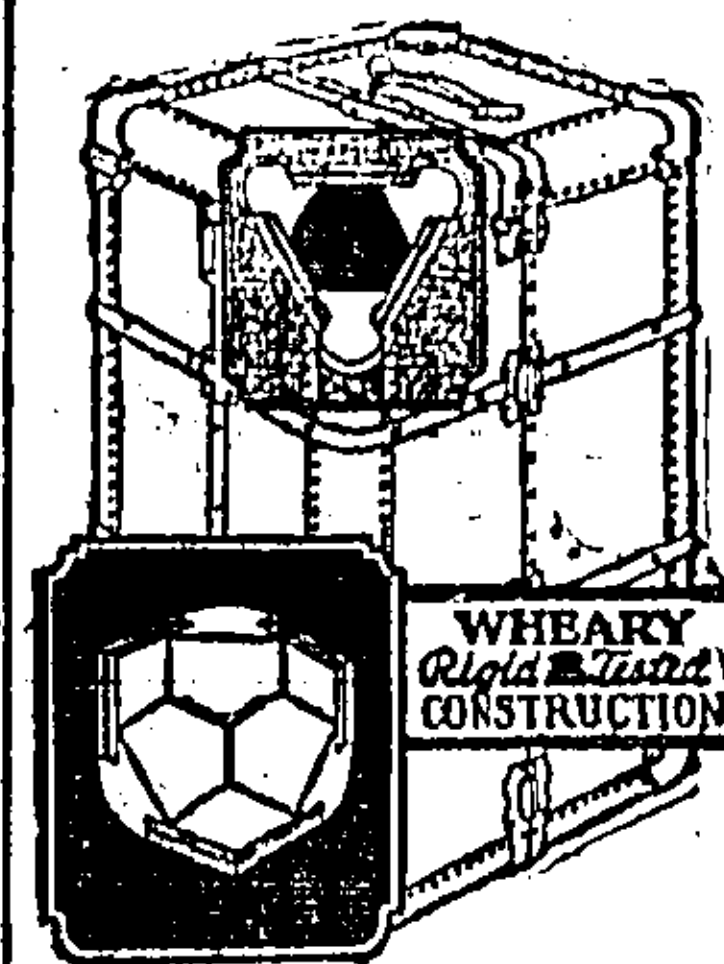
THE WARDROBE TRUNK answers the requirement of the constant traveller and also the one who makes occasional trips. Because of its compactness and ingenious drawer arrangements it has great carrying capacity, and utmost convenience in packing.

AMERICAS
FINEST



WARDROBE
TRUNKS

This mark always identifies the genuine Wheary Cushioned Top Wardrobe. It is the mark of quality in the trunk field—an unfailing guide to the best standards in wardrobe trunk manufacture



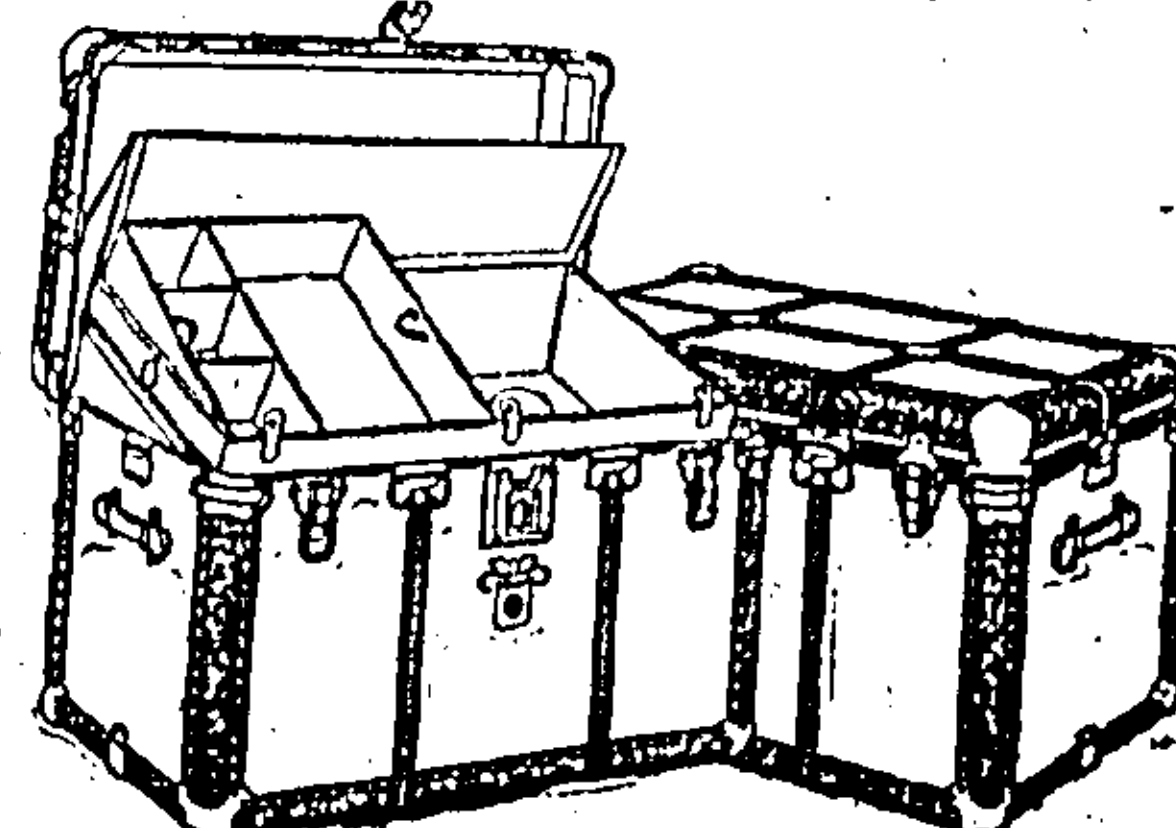
"WHEARY BURGE"
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"BAL" WARDROBE
TRUNKS

Stocked in all sizes.
Price from.....\$95.00

ENGLISH and AMERICAN
CABIN TRUNKS

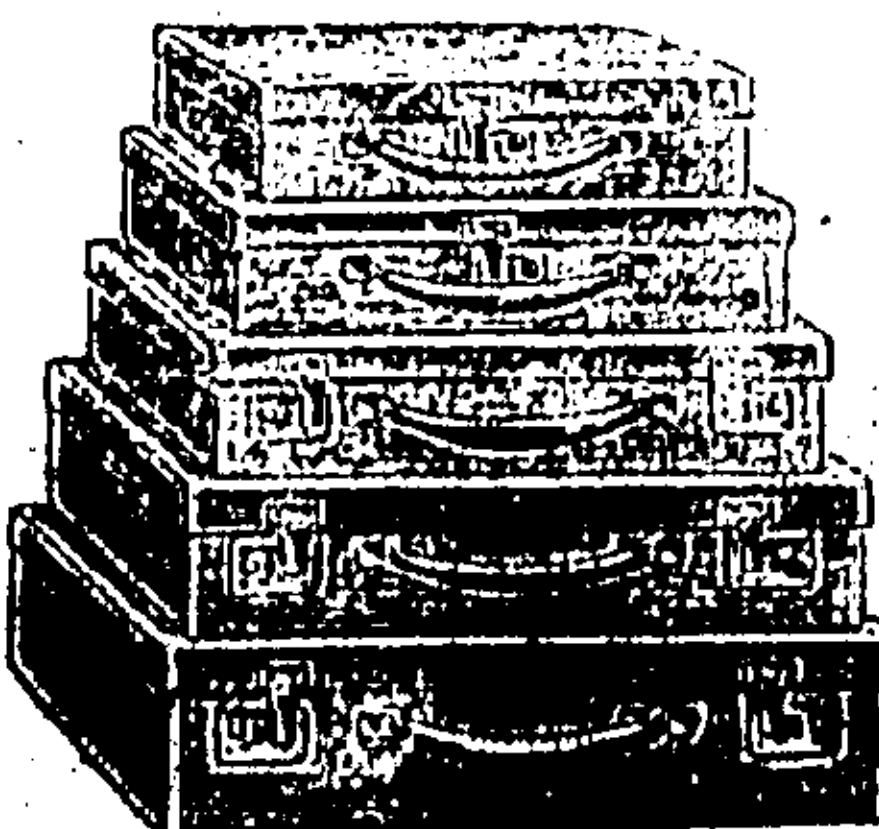
TRAVELLING
RUGS
made by the
Jaeger Co. in Pure Wool
and also
"Scotch and Witney."

Rugs in many colourings.
Price range from
\$14.50 to \$75.00



Price from.....\$32.50

SUIT and ATTACHE CASES



Sizes: 10" 12" 14" 16" 18" x 3 1/2 to 4 deep.
20" 24" 26" 28" x about 7 deep.

WRITING CASES and FOLIOS

KIT BAGS

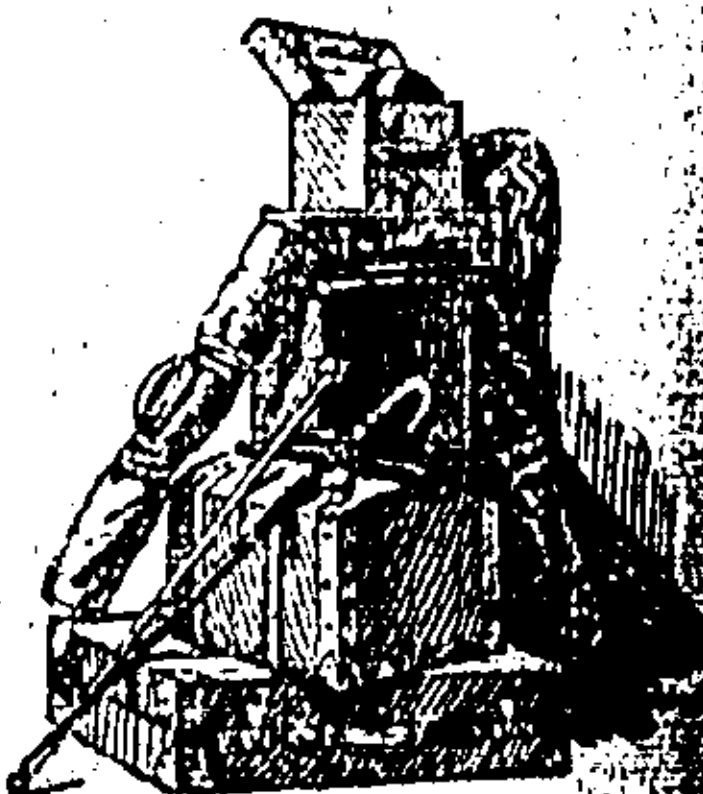
BRIEF BAGS

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HOLDALLS

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HAIR and CLOTHES BRUSHES.

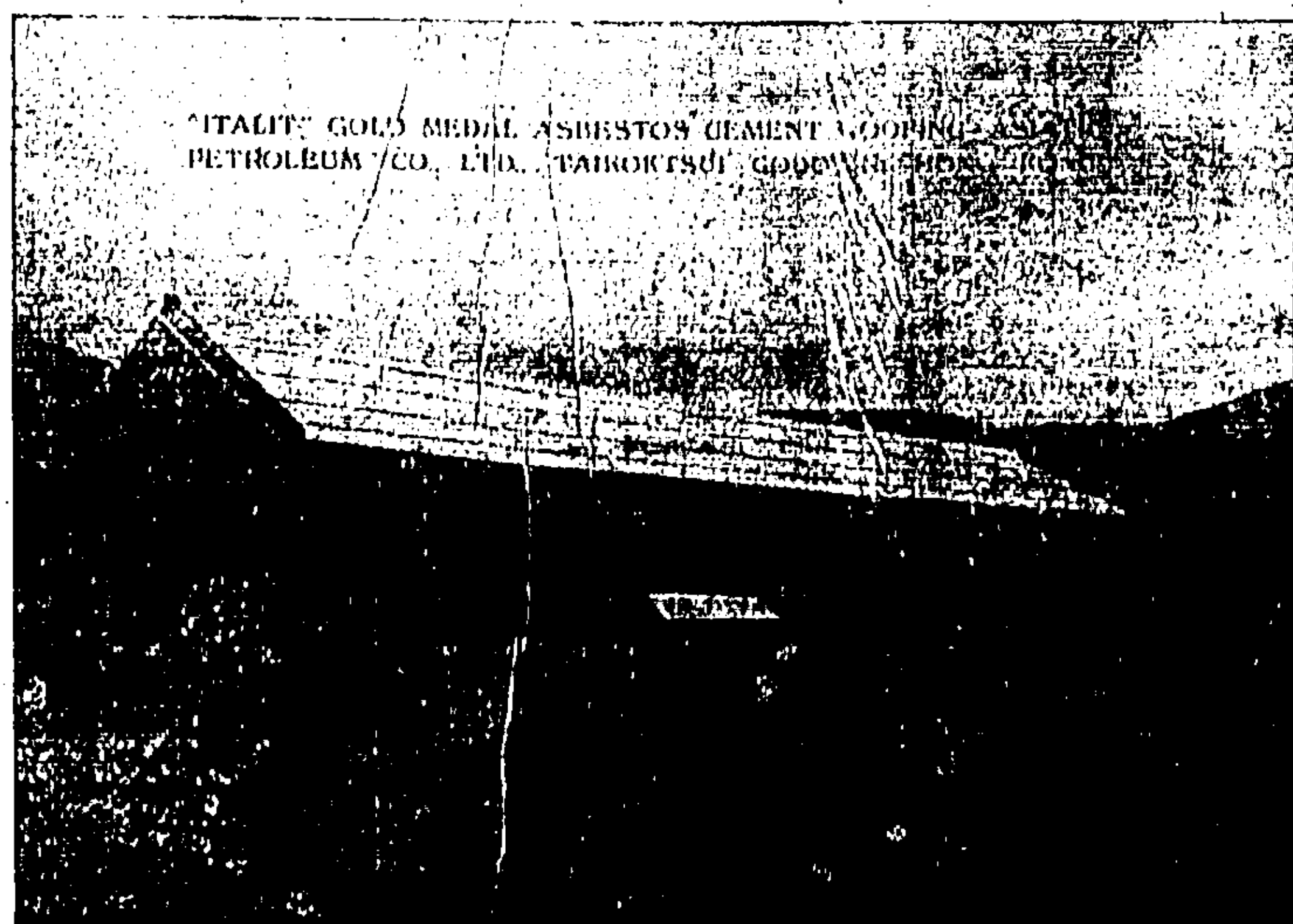


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Wm. POWELL, Ltd

Gentlemen's Department.

HONGKONG HOTEL BUILDINGS PEDDER STREET



SHEWAN TOMES & CO.

Telephone C. 781

Seasonable Remedies and Preventives

WATSON'S PECTORAL COUGH BALSAM

For Coughs, Colds and Bronchitis, in bottles
\$1.00 and \$1.75

ANTISEPTIC THROAT PASTILLES

For Relaxed and Sore Throat, 50 cents per tin

EUPINE INHALANT

For Cold in the Head, &c., 50 cents per bottle

MARTIN'S INFLUENZA MIXTURE

For Cold in the Head and Catarrh, \$1.00 per bottle

A. S. WATSON & CO., LTD.

The Hongkong Dispensary.
Phone C. 16.



Sir Harry Lauder,

Sings only

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VICTOR RECORDS

We have a large selection.
Send for a Catalogue.



S. MOUTRIE & Co., Ltd.

Victor Distributors.

POULTON NOEL'S

HIGH CLASS

PROVISIONS.

OXFORD SAUSAGE - - -	20 oz. tin	\$1.40
" " - - -	10 " "	75
POTTED MEATS - - - -	per glass	40
SLICED COOKED HAM -	" tin	1.45
BATH CHAPS - - - - -	each	2.10
GALANTINES - - - - -	tin	2.25

WE HAVE JUST RECEIVED
ALSO A CONSIGNMENT OF

GENUINE YORK HAMS and

ENGLISH CHEDDARS

HAMS - - - - -	per lb.	\$1.40
CHEDDAR - - - - -	" "	1.20

TELEPHONE 4567

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The New Remington Portable Typewriter

A marvel of compactness
Fits in a case 4" high
Has Standard Keyboard
No shifting for figures.

MUSTARD & Co

17, Connaught Road Central

Tel. C. 1186

ACKNOWLEDGMENT.

Mrs. W. A. J. Cooper desires to convey her heartfelt thanks for the many expressions of sympathy she has received in her bereavement. She wishes especially to thank all who attended the funeral and also the large number of friends who sent wreaths.

The Telegraph.

HONGKONG, 14th Feb., 1925.

TYPHOID.

The figures which we publish to-day regarding the typhoid outbreak make interesting reading, and we are glad to have the assurance that the incidence of the disease is not higher than is usual, when compared with other years. We have not been able to secure statistics of mortality from this disease, and the point is therefore still open as to whether it is higher than the normal rate. Speaking purely without the book, however, we have an impression that the mortality rate amongst the European community during the past eight months or so must be greater than for some years. Owing to the fact that we are still in the early part of the year, no useful percentage comparisons can be made between 1925 and the preceding years regarding the incidence of the disease, but that will be possible later on.

Main interest—locally centres in the cause of the outbreak, which, it still has to be said, has not been definitely established. We quite appreciate the difficulties of the problem, but, saying so much, we still feel that it ought to be possible for our health experts to give a much more pronounced opinion on the subject than has hitherto been forthcoming. In individual cases, it is obviously not an easy matter to get back to first causes, since by the time the disease has developed, certain vital factors which would prove helpful in establishing the cause may well have been forgotten. Even so, however, there is still left for exploration a wide field in regard to the general question. If, for example, a certain common factor is found present in most cases, it would appear to us that the possible source thus indicated could be concentrated upon until certain apprehensions are confirmed, or, on the other hand, dispelled.

We do feel strongly on the necessity of getting at the root

of this disease, if that is humanly possible. So many valuable lives have within the past few months been lost as a result of this particular disease that no stone should be left unturned in the endeavour to trace the origin of the outbreak. That is an obligation resting upon our health authorities, in the interests alike of definitely establishing first causes and of preventing a further spread of this dread complaint.

Child Labour.

It is interesting to find the *Manchester Guardian* taking up the matter of child labour in China as the text for a leading article, for one has grown so used to this abuse in the Chinese economic system that one overlooks the effect it must have on those who either encounter it for the first time or else have renewed evidence of its existence. It is an old problem in this part of the world, and reform cannot come suddenly. Time will work its gradual change, no doubt, as in other parts of the world. But in the meanwhile the other nations, with interests in China, can do much by exerting their influence and by setting an example wherever their administration permits. Perhaps the most of the reform work in this matter of juvenile exploitation is being done by the many benevolent and religious associations which from time to time organise agitations against the abuse. However, it is a big task to change an ancient practice throughout a vast territory which lacks even the elements of proper cohesion in government, and no-one must be disappointed if results are very slow in coming, or even if there be reactionary lapses occasionally, of a disheartening nature.

Mine Disaster.

The very sad news from Dortmund, relating to one of the worst mining disasters on record, will touch a chord of sympathy in all hearts, and will recall similar accidents in other parts of the world where coal is won from the earth. While we sit before a cheerful fire on a cold evening, it would not be unprofitable, perhaps, to let the mind dwell on the men "who go down to the earth in cages," to earn their daily bread by winning the precious carbon from the bosom of the soil. The general public are apt to forget the risks run by the miner every day in his ordinary task. The progress of science has introduced various safeguards which have made mining comparatively safe, and the lamp of Humphrey Davy began the new era of precautions against fire-damp, but even nowadays, as shown at Dortmund, explosions are likely to occur, maybe even where all has been done to avoid them; and occasionally there are deadly gases released, or water is suddenly let in, or a huge fall of earth and rock and coal entombs scores of men. When actuaries come to work out the death statistics in mines they are confronted with figures which prove that the risks run by miners are greater even than those of the professional soldier in battle. Yet mining goes on, and thousands of human beings are prepared to work at the most dangerous of trades, for an admittedly far from princely wage. But the privations they suffer, the dangers they face, have developed a type which often produces real heroes in the face of an urgent crisis, and as a class the miners are over sympathetic towards those in distress. Whenever a disaster occurs, there is no lack of volunteers for the equally dangerous task of rescuing the victims. It is an instance of the best in human nature coming out under the stress of circumstances.

ST. PAUL'S COLLEGE

LEGAL FORMALITY REGARDING SITE.

The draft of an Ordinance to provide for the incorporation of the Lord Bishop of Victoria in the Colony of Hongkong appears in the *Gazette*.

The object of this Bill is to incorporate the Bishop of Victoria in order to enable him to hold immovable property in perpetual succession, and in particular to enable him to hold the site of St. Paul's College, which is being vested in him with the consent of His Grace the Archbishop of Canterbury, the present legal owner.

The Ordinance, in general, follows the usual form of

DAY BY DAY.

HE DESERVEDLY LOSES HIS OWN PROPERTY, WHO COVETS THAT OF ANOTHER.—*Phaedrus*.

It is notified that His Honour the Chief Justice has ordered that the next Criminal Sessions shall be held on Monday, 23rd February.

Aberdeen Inland Lot 95 is to be sold at the P. W. D. Offices on March 2nd. The area is 1,950 square feet, and the upset price is a dollar a foot.

The *Gazette* contains a list of masters, mates and engineers who have passed their examinations at the Harbour Office during the past year.

The Sir Harry Lauder season definitely closes on Thursday next, when a matinee will be given, commencing at 4.30 p.m. The last evening performance will be on Wednesday.

The master of the *Seistan*, Capt. A. MacInnes, reports that a female deck passenger was found to be missing from the boat on the afternoon of Thursday, whilst on the way to Swatow.

H. M. S. Hawkins went to sea this morning for a short trip and on her way out came into collision with a junk. The junk was badly damaged but remained afloat, and no-one was injured.

Rev. Brother Almar, Director of St. Joseph's College, has reported to the police that from a safe, the key of which was inadvertently left in the keyhole, a sum of \$25 has been stolen by some person unknown.

The Observatory returns for January show that the average mean temperature was 56.8, the highest recorded being 74.6, and the lowest 41.4. There were 91.3 hours of sunshine and 4.35 inches of rain, whilst the average humidity was 76.

A reminder may be given that to-morrow will see the last of "Nero" at the Coronet. The picture has had a truly wonderful run here, and there must be few who have not seen it, although a glance at the houses reveals that some have gone a second and even a third time.

It is notified that the Chief Justice has appointed Captain Hugh Fitzherbert Bloxham, Assistant Superintendent of Prisons, to be a Commissioner to administer oaths and take declarations, affirmations, and attestations of honour in the Supreme Court of Hongkong, so long as he shall hold the office named.

At a ceremony on Thursday night, carried out according to local Mohammedan usage, Mr. R. M. Omar, of Messrs. Moxon and Taylor, was wedded to Miss R. Yu. There were a large number of friends present to offer their congratulations to the bridegroom, who is particularly well-known amongst the younger athletic set of the Colony.

Miss Wish Wynne and her company, brought here by Mr. Edgar Warwick, are more than holding their own at the Star Theatre, Kowloon, and the rule of big houses and round upon round of applause still holds good at each successive performance. Last night's entertainment was no exception to the rule; indeed, it went to show just how popular the company is. The company will be at the Star again to-day.

HOCKEY.

In the farewell match with the 24th Bombay Grenadiers on the U.S.R.C. ground on Tuesday, 17th February, at 4.45 p.m. the following will represent the Club:—P. M. P. Mills, A. A. Dand, A. S. Hott, Rev. E. W. (L. Martin, E. J. R. Mitchell (capt.), L. P. Ralph, G. R. Moro, W. J. Woodward, G. J. Jones, T. J. Price and B. L. Evans.

Incorporation Ordinances. Clause 4 is now. It appears that a common law a corporation sole cannot take a term in its corporate capacity, and therefore that a lease granted to a corporation sole passes to his personal representatives and not to his successors.

It is possible that this clause is unnecessary in view of the terms of clause 3, but it has been thought safer to deal with the matter expressly.

MIXED GRILL

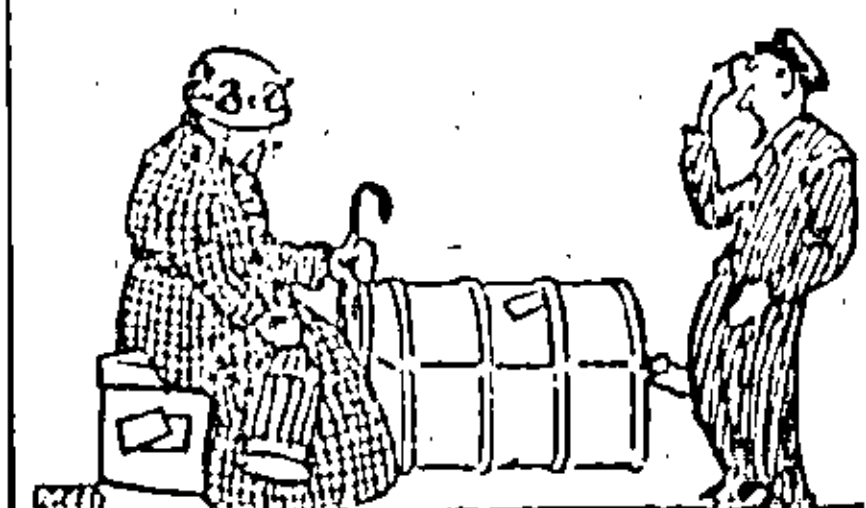
—ASHLEY STERNE—

—TWISTED TALES—



Although many people wished me a Happy New Year right up to the last possible moment, 1925 did not begin very happily for me, as the following schedule will show:—

- 12.30 a.m. Retired for night. Bad attack of nightmare. Fell out of bed.
- 12.55 Knocked up by policeman, who said he found front door ajar.
- 1.10 Knocked up by belated revolver enquiring if he was right for Leighton Buzzard.
- 1.25 Telephone rang. "Trunk call from Liverpool." Waited ten minutes. Snoozed 27 times. Caught quincy. "Sorry, you've been troubled!"
- 1.45 Sank into uneasy slumber. Nightmare resumed. Fell out of bed.
- 1.55 Knocked up by another policeman, who said found front door ajar.
- 2.10 Fire next door. Arrival of fire brigade. Nothing serious—only kitchen chimney.
- 3.5. Cat tournament in back garden.
- 4.5. Telephone rang. Was I the police-station? Burglars were busy at No. 14. I said no; I added it served 'em right.
- 5.15 Dozed off. Nightmare redoubled fury. Fell out of bed.
- 5.35 Sweep arrived. Made nasty noise for twenty minutes.
- 5.55. Fell into sound and dreamless sleep.
- 6.0. Telephone rang. Aunt Eliza just arrived King's Cross



from Scotland. Would I go at once and meet her, as she had lost her purse? I don't know who it was said that in contemplating the sorrows of others we forget our own, but he was a liar, anyway.

I regret to record that late on New Year's Eve several Scotsmen were detected in the vicinity of St. Paul's smelling faintly of liquor.

RYHMES WITHOUT REASON.
A gentleman farmer, named Tyrrwhitt,
Went rattling one day with a fyrrwhitt;
He riddled his ricks
Of two thousand and six,
So they gave him the Order of Myrrwhitt.

Professor Wiggam, a Pittsburg scientist, advises all men contemplating marriage to choose women with high insteps, the possession of the same being indicative of all the virtues and graces.

This is all very well, but how is one to tell that the high instep is not a forgery? I am old enough to remember the time when, to be eligible, girls were required to be long and willowy, and some of the metamorphoses which took place among maidens of my own acquaintance were simply astounding. In my innocence, I imagined that their mothers had subjected them to a course of intensive culture under glass, and it was not until I inadvertently kicked off my partner's shoe at a dance one night that I realised that she had added a cubit unto her stature by means of some scaffolding, technically known as elevators, concealed in her footwear.

Other girls, I learnt subsequently, actually went so far as to employ stilts—form of deception which was killed by the introduction of the bobbed skirt. But it serves to demonstrate the length to which some girls are prepared to go to keep on the market, and if the modern maiden is going to take Professor Wiggam's words to heart—or rather to sole—I can foresee her shortly trickling

around with a railway buffet bath bun concealed in the foot of her stocking.

An eminent scientific lecturer, delivering a Christmas holiday lecture to children at one of our Technical Institutes, showed how, with a suspended weight and a magic lantern, one can watch the world go round. When they got a little older the children will discover that the phenomenon can be more simply demonstrated by means of a tumbler, a corkscrew, and a bottle of Sotoboh.

A SONG OF THANKSGIVING.
(evoked by following the advice of a prominent physician, who asserts that if we kept our windows open all the winter we should be immune from influenza.)

For weeks I've been wheezing
with bronchial catarrh,
And am feeling most dreadfully bad;
Afflicting me, too, is a cold
which by far
Is the worst I have ever yet had.



I've asthma, lumbago, vilo
pains in each lung,
My nose is inflamed, and
my eyes;
My bones are all creaking; and
furred is my tongue;
While my temperature's up
to the skies:

I've got a sore throat, and a
painful stiff neck,
And a regular boast of a
cough;
I'm looking, they tell me, a
positive wreck;
Yet at all such allusions I
scoff:

For much solace I get, as I lay
in my bed,
When this comforting
thought I pursue:—

That, though I'm so ill from my
feet to head,
I can't—praise the pigs!—
catch the flu.

A German chemist claims that
radium can be extracted from
ordinary house coal. Judging by
the price of my last ton, my coal-
monger has already found this
out.

For the first time in my life I
managed this Christmas to secure
the sixpence out of the Christmas
pudding. But alas! there is a
thorn in my cup of bliss, for, as a
matter of fact, I swallowed the
olive coin. On first realising
that after forty years of strenuous
endeavour I at last held in my
mouth the coveted trophy, I
gave such a gasp of delight that
I unfortunately inhaled the six-
pence. Learning the circum-
stances, my host most kindly
placed his vacuum-cleaner at my



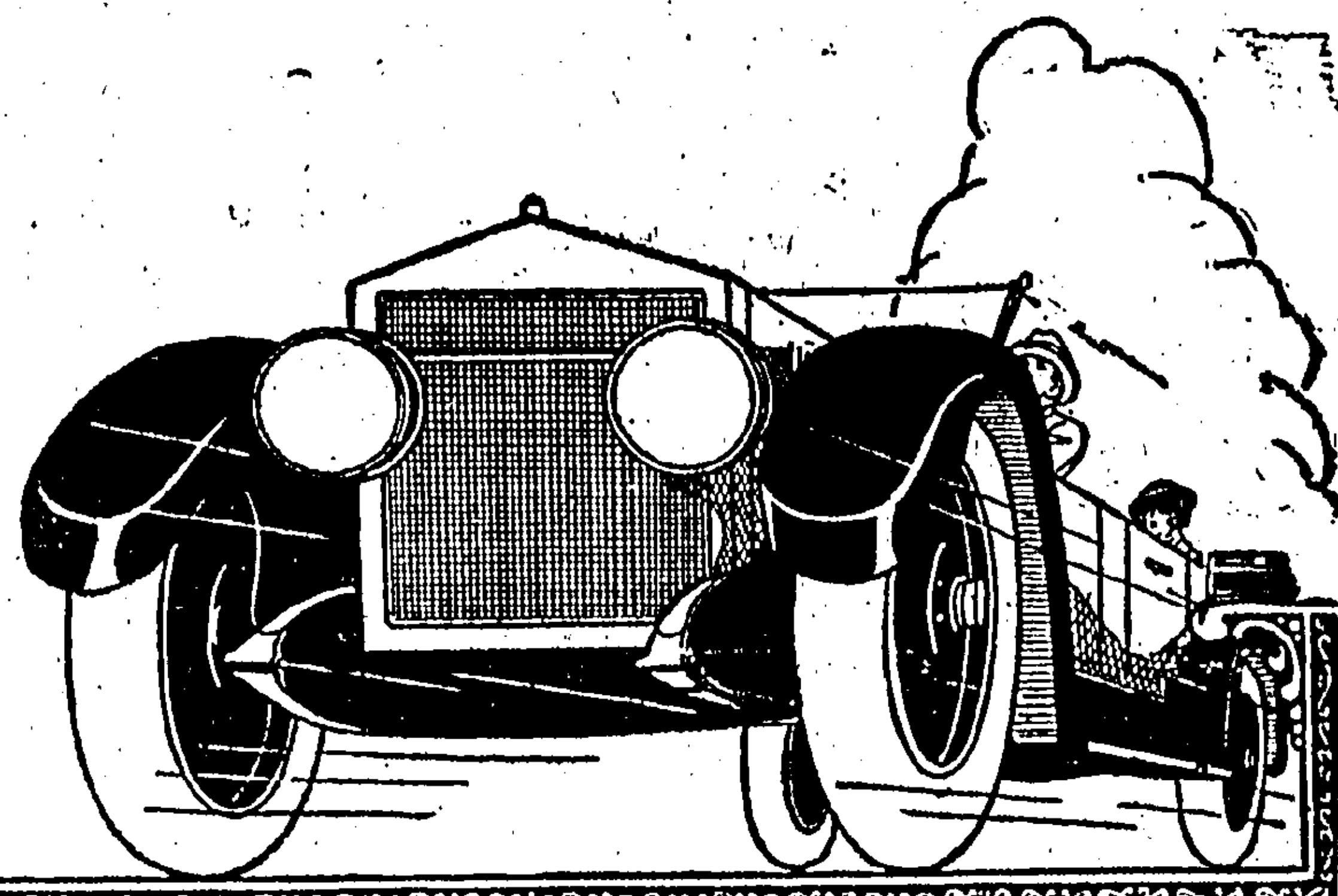
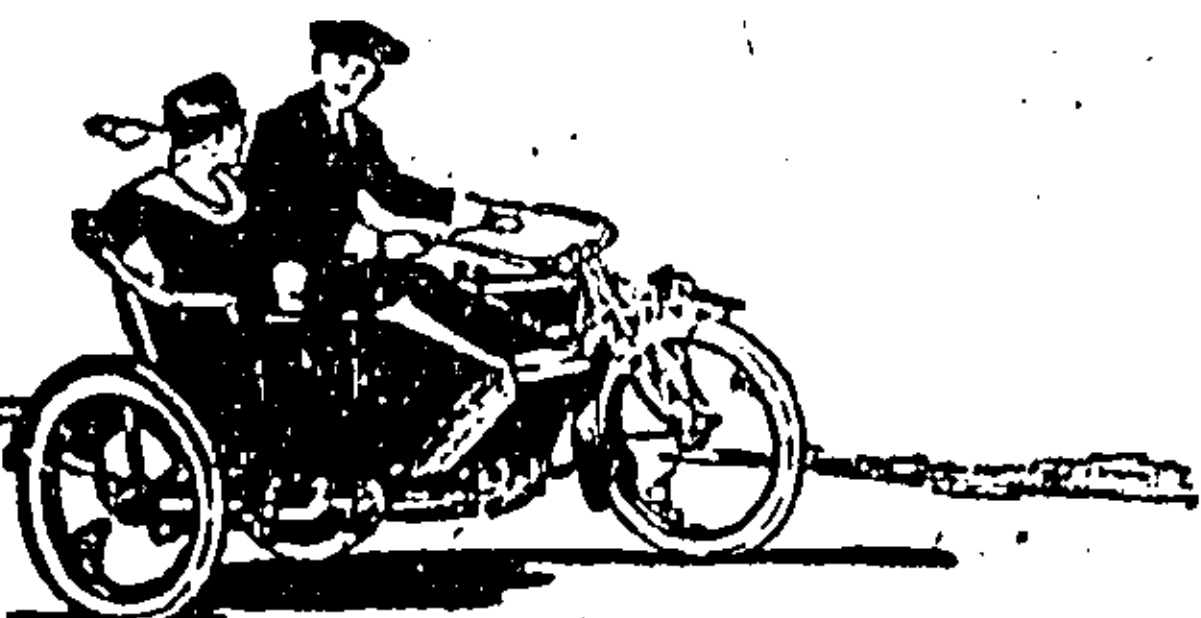
disposal, but only with the result
that the suction removed a gold
crown from one of my upper
bicuspids. Later, he very
generously offered to defray the
expense of an immediate surgical
operation, if, since the conjurer
he had engaged to entertain the
children had not turned up, I
would consent, by way of
affording the youngsters a little
amusement, to be operated on in
the billiard room. Much as I
died to disappoint the children,
I decided, however, to keep my
sixpence undisturbed. It would
be company for the lid of the
cocoa-tin I swallowed when a
baby. It isn't every man who
can brag that he chinks when he
walks.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 14th. February, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

From time to time, motor accidents happening at night raise the oft discussed question "to dim, or not to dim," but apparently the matter has produced such a divergence of opinion that nothing definite has been arrived at. In this supplement appears a report of an accident in Scotland in which two people lost their lives as a direct result (it being claimed) of dimming. An accident was reported from Kowloon last week when it was alleged that the driver ran into a lamp standard through being temporarily dazzled by the glare of approaching motor bus lights. Thus can two instances be given of accidents occurring from opposite causes related to dimming.

From personal observation we should say that modified dimming is essential in the interest of pedestrian traffic. It is not uncommon to see the intensely bright gleams of approaching headlights suddenly give way to inky gloom as two cars pass each other. The plight of a pedestrian at such a point, especially if the road happens to be badly lighted, is precarious in the extreme, while the driver's vision is temporarily interrupted by oblivion. It was just such a case as this which caused the confusion which cost two lives in the accident we have referred to above.

There would appear to be some justification for the assertion that dimming is dangerous when sufficient alternative lighting is not provided. It can be assumed that a driver's attention is attracted by the act of another driver dimming, and that in consequence, he has to again pick up his own line of sight which is a difficult matter when his eyes are for a few seconds handicapped by the sudden contrast brought about by the absence of the guiding rays of his headlights.

It is interesting to recall that on the grounds of "Safety First," the R.A.C. last year strongly advocated the abolition of the practice of dimming.

There is one point regarding dimming which should never be overlooked, and that is to show consideration to traffic police on point duty. When a man is busy directing traffic he doesn't want to be nearly blinded every few minutes by the strong headlights of cars, yet we have seen quite a number of cars passing a man on point duty without any dimming having been carried out. If there are to be any hard and fast rules regarding dimming, then surely one of them ought to be that lights must be dimmed when passing a control point.

It has been argued that this question of dimming only arises because we have not yet reached perfection in the matter of lighting equipment. The makers of some headlights claim that they have eliminated glare or dazzle, but the number of cars using lights that do blind and dazzle are well above the 90 per cent. line. The difficulty is to get a penetrating beam that will not have the concentrated rays of a searchlight and it is a difficulty which will, perhaps, never be surmounted.

A soft diffused light would be the ideal thing, but then a motor car is a fast travelling vehicle the driver of which requires a clear view of road for some considerable distance ahead. Perhaps science will eventually come to the motorist's aid and provide him with a light which illuminates ahead and yet has no dazzling effect.

We recently drew attention to the thoughtlessness of some motorists who persisted in disregarding the notice that the road from Won nei Chong Gap to Repulse Bay was closed to traffic. It is a matter for satisfaction to see that suitable action has been taken by the authorities. At either end now, a strong barrier has been erected across the thoroughfare which effectually ensures that the notice be complied with. Incidentally, it might be mentioned that a particularly good job is being made with this work and it is to be hoped that progress now being interrupted, it will not be long before this road is again open.

The latest model "Dodge" touring car is a particularly well turned out job. Fitted with 6 ply balloon tyres, nickel trimmed radiator shell, front and rear bumpers, motorometer with lock, rear view mirror, automatic windshield wiper, scuff plates, cowl lights and disc steel wheels, these popular cars have a most attractive appearance, while the engine is thoroughly reliable and sturdy. Considerable interest has been aroused in the model purchased by the Hongkong Telegraph, which has been on view during the week, and which is to be given away as first prize in the word building contest which is at present in progress.

Motorists, and pedestrians as well, will have been pleased to notice that several of the irresponsible juvenile trick cyclists, who last week arrested in Statue Square and brought before the bench and fined. A reader recently suggested that we advocate the licensing of push bikes so that those convicted of making themselves a nuisance would do so at the risk of losing their licences. The suggestion seems quite a reasonable one, and if the law were merely nominal, no hardship would be caused, while the authorities would have an effective means of ridding our thoroughfares of such an unnecessary annoyance. There appears to be another outbreak of the same nuisance in Nathan Road.

WINTER MOTORING.

MORE POPULAR AT HOME.

In previous years there has always been a distinct decrease in the use of private motor vehicles in the British Isles during the winter months. The Automobile Association reports that few motorists have given up the use of their vehicles during the present winter.

During the month of December more than 3,000 motorists became members of the Automobile Association, which now has a total membership exceeding 220,000.

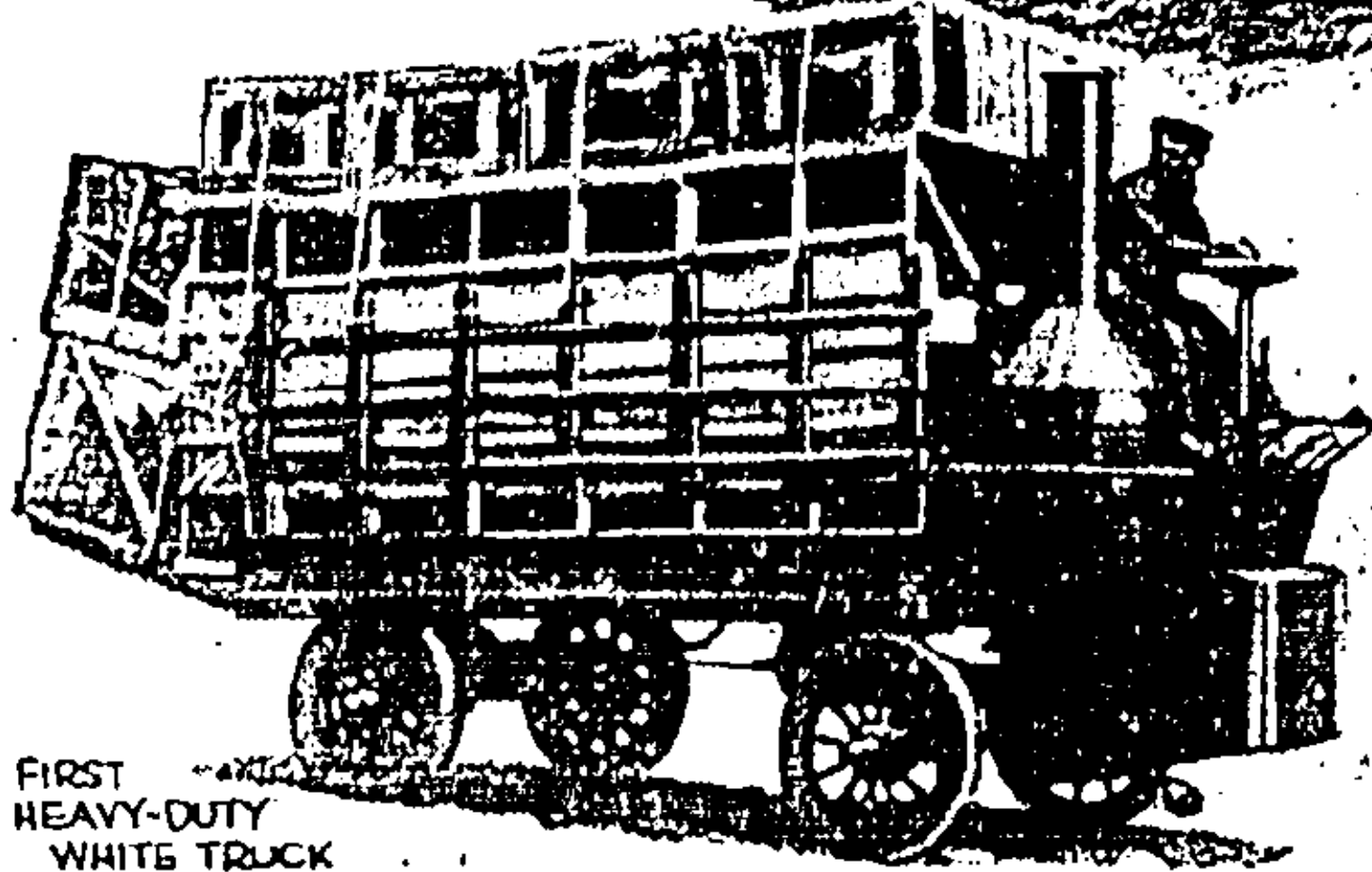
THE IMPORTANCE OF THE MOTOR TRUCK.

What Twenty-Five Years Have Achieved.

With the automotive industry observing its silver anniversary this year comes a realization of the tremendous development made in motor truck transportation the last 25 years. From a feeble beginning, about 1900, when a few freakish looking contrivances classed as motor trucks made their appearance, it was not until several years later that the motor truck was given serious attention as a transportation medium. Once, however, the truck did begin to gain a foothold, around 1915, its growth was rapid and today the doughty carrier fairly swarms over our streets and highways. The extent of growth is best shown by



A WHITE HEAVY-DUTY TRUCK OF TODAY



FIRST HEAVY-DUTY WHITE TRUCK

truck production figures: Fifteen years ago, or up until 1910, less than 25,000 motor trucks had been manufactured by the entire industry. Over 2,350,000 trucks have been made since then. Present production is approximately 375,000 motor trucks a year.

Walter D. White, president of

The White Company, a pioneer truck manufacturer and a leader in the industry since the beginning of truck transportation, gives an idea of the wide spread use of the truck in the statement that motor trucks serve 1450 lines of business. "Wherever goods are to be moved," says Mr. White, "the

truck, because of its flexibility and economy of operation, has in a large way revolutionized transportation and notwithstanding what may appear to be an almost universal use of the truck today I do not hesitate to make the prediction that the next decade will see an even greater expansion of motor transport than any like period in the past. "The motor truck and bus would not exist today in anything like the quantity they do unless there was a public demand for them. Significant present-day developments are tending unmistakably toward better co-ordination between motor transportation and the steam and electric railways. Both steam and electric roads have become extensive users of motor equipment and indications are they will greatly extend their truck and bus operations during the next years."

COMMON SENSE IN TRAFFIC.

Conditions and all other things considered, it has been claimed that New York City handles its traffic better than any other city in America. That is because the immensity of the proposition has forced the authorities to seek ideas rather than employ whims. Now, having had a good spell of thinking, the big city is going to do better than ever.

A new scheme will be tried out on Fifth Avenue, as well as other representative thoroughfares. All the present signal towers will be taken down and in their stead will be erected slender steel poles, 22 feet high and with 12 foot arms, carrying the housing for lights and lenses and other directing controlling appliances.

These warning appliances will be controlled, and operated, not at each block corner, but the whole length of a street simultaneously. That is, the whole traffic of a given street will move at one and the same time, or it will stop on signal. In addition, the removal of the towers will allow more room for traffic to move.

The idea is the correct one and it is applicable to every city in the country. The block-by-block control of traffic never has solved any problem of congestion, but, on the contrary, has increased it.

This is true because it is and has been invariably the case that, when one officer was stopping traffic, another one a block away was ordering it to move. The result has been jams at one corner while another one but a few hundred feet away was clear.

It stands to reason that traffic may never be properly controlled and made safe until it is com-

THE PERFECTED PAIGE.

REASONS FOR ITS POPULARITY

The New Paige is smoother running and better looking than any of its predecessors. It carries many refinements and improvements that the engineers have worked out, but fundamentally, the principal specifications remain the same as those of the successful Paiges of the past. There is the same big, powerful motor, the same long wheelbase, the same mechanical features.

The new Paige is more smooth running because it has a dynamically balanced crankshaft. It is longer lived for the same reason. The motor will run cool under all conditions because of the additional cooling capacity which has been added to make ample cooling certain. A thicker radiator core is used. Then there is a larger water pump, a larger thermostat and a larger fan running on ball bearings.

The exhaust valves of the new Paige's motor are of silchrome steel. This was the only material that would stand the gas of the wide open throttle in the Liberty aeroplane motors during the war.

The Stewart-Warner vacuum system is a notable improvement in the equipment. This hands-me-car represents one of the finest values offered to-day providing, as it does, the height of luxury at a most moderate price.

polled both to move and stop in good order—until its synchronization. The railway and tramway systems learned this truth a long time ago and New York now gives evidence that municipalities are beginning to find their common sense and to use it.

DIMMING OF HEADLIGHTS.

FATAL ACCIDENT REVIVES CONTROVERSY.

At the inquest at Cleekehoaton, Scotland, recently on Ephraim Wigglesworth (76) and Jeremiah Boyes (59), both of whom were knocked down by a motor car at Cleekehoaton a verdict was returned of accidental death. It was stated that the headlights of the car were dimmed on approaching a motor bus. The headlights on the bus were also dimmed, and immediately they were turned on the deceased men were seen in front of the car. The owner of the car expressed the opinion that but for the dimming of the headlights the accident would have been avoided. The Coroner, summing up, said that the case threw some light on the vexed question whether or not it was better to have headlights on when passing other vehicles.

EXPENSIVE COLLISION.

\$2,000 FOR OWNER OF DAMAGED CAR.

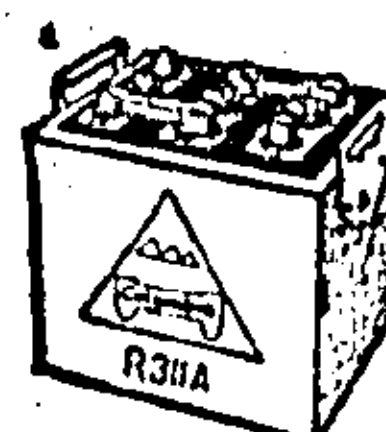
The Chinese owner of a motor car which was severely damaged in a collision with a motor bus recovered 2,275 dollars damages in Mr. Justice Barrett-Lennard's Court at Singapore last week, the case coming before the judge for assessment of damages. Counsel for the plaintiff handed in bills and affidavits in support of his claim. In the course of which it was stated that the car, which had been purchased for 6,000 dollars, had depreciated to the extent of 1,500 or 2,000 dollars in consequence of the

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"famous for the service they render"

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- We recharge batteries.
- We clean out batteries.
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- We renew battery bridges.
- We renew battery terminals.
- We renew battery separators.
- We renew battery containers.
- We open up batteries for inspection.
- We loan you a battery while repairing yours.
- We furnish a most complete motor car battery service.
- We have a large stock of spare parts for Columbia Batteries.



We give free battery inspection service at our Wong nei Chung Road (Happy Valley) Service Station

This includes:—

- (1) Filling with distilled water.
- (2) Hydrometer and volt motor reading.
- (3) Cleaning and greasing the terminals.
- (4) Cleaning and wiping off top of battery with ammonia or soda solution.

YOUR next battery should be a COLUMBIA!

The Dragon Motor Car Co., Ltd.

Expert and Constant European Supervision.

Telephone C. 1246 or 1247. A. J. Allison, Service Manager.

SHELL
for reliability
and reserve
power

EVEN with a faultless ignition, the modern high-compression engine pinks—on acceleration—when driven by an inferior spirit.

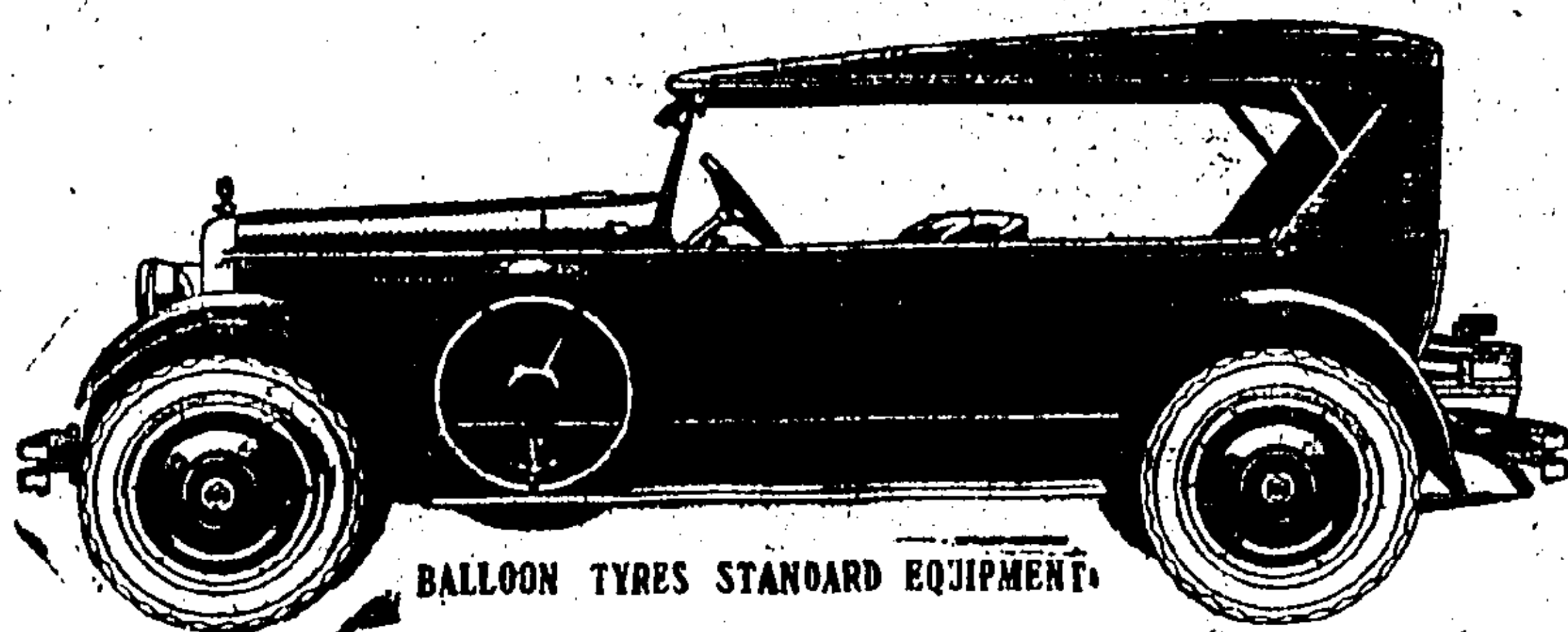
Shell Motor Spirit

Owing to its high percentage of aromatic hydrocarbons eliminates that slight knocking sound termed "pinking."

THE ASIATIC PETROLEUM CO. (SOUTH CHINA) LTD.

accident. Repairs cost 475 dollars and a claim was also made for 240 in respect of the period in which the owner of the car was deprived of the use of it. His lordship made an order for the payment of the amount due for repairs, and allowed 1,700 dollars on account of depreciation and 100 dollars in respect of the period in which the plaintiff was deprived of the use of his car.

REMOVE AIR.
If a quill is inserted in a puncture, all the air can be removed more quickly, and the vulcanizing can be speeded up.
WATCH CRANKCASE.
See that trough in the crankcase is filled with oil before being attached, otherwise the bearings will burn out before the oil pump can send a supply of lubricant to the trough.



BALLOON TYRES STANDARD EQUIPMENT.



An Extraordinary Car

PAIGE motor cars are built for people who require a motor car that is different from the ordinary.

For people who require the long symmetrical lines in their motor car which are the embodiment of grace—look at the Paige and compare its beauty.

For people who require comfort in motoring—the Paige wheelbase of 131 inches makes any road, no matter how hilly or rough, seem like a smooth level highway.

For people who require a motor car with a powerful engine—the Paige has an engine that leaves all competitors behind, as has been demonstrated in hundreds of speed contests.

For people who require a staunch and rugged motor car that will last for years—the Paige chassis is built of "I" beam steel to withstand every demand from the engine and roadbed.

In short, the Paige has been built for motor buyers who require a car made by reputable builders with years of experience behind them—the Paige Motor Car Company has been building fine motor cars for 13 years, each year adding new laurels. A firm of great financial strength back of every car.

PAIGE SPECIFICATIONS:

Engine—6 cylinder—3 3/4 x 5; high pressure oiling to main and connecting rod bearings, silent front and timing chain, aluminium crankcase; 131-inch wheelbase; Paige-Timken axles; 6 1/2-inch frame; springs of special high carbon steel, 40 inches in front; 61 1/4 inches in rear; snubbers, front and rear; petrol gauge and eight-day clock on dash; instruments assembled under glass.

Spare cord tyre, tube and protector; bumpers, front and rear; nickel-plated radiator and motor; automatic windshield wiper; rear view mirror; sun visor; folding luggage carrier; trunk rails; rear stop signal.

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road - - - - - Happy Valley.

PAIGE

SOUND VALUE

Sound products evolve from sound principles.

Dodge Brothers Motor Car is the product of an institution whose principles have always been conceded to be pre-eminently sound.

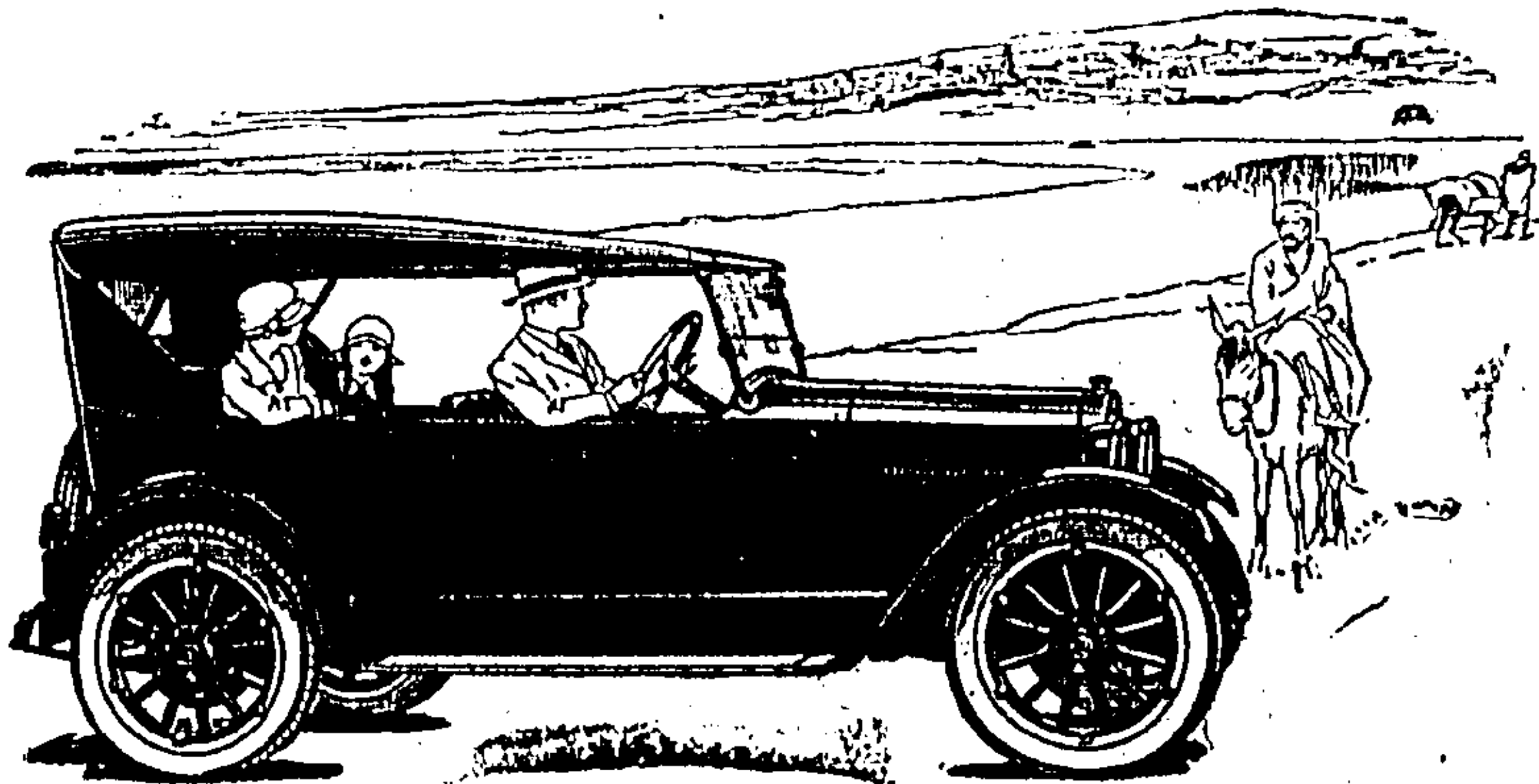
Sound manufacturing methods that place infinitely more importance on quality than quantity—

Sound financial standing, which permits uninterrupted development and adherence to the policy of constant improvement—

A sound method of selecting dealers, from which an organization has grown that enjoys the complete confidence of the public—

A sound sale and service policy, through which buyers are assured full value for their investment.

These basic principles being sound, it follows as an obvious consequence that Dodge Brothers Motor Car represents sound value.



The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road - - - - - Happy Valley.

CARS THAT YELL FOR HELP.

(BY BASSETT DIGBY F.R.G.S.)

The Americans continue to devise more new kinds of motor-car—froaks and otherwise—than the rest of the nations put together.

One of the most interesting that has been evolved recently is the new type of post office van which is to be used in every town, where heavy transfers of banking funds are frequently made. Hold-ups by desperate armed criminals are so common, despite the arms which are carried by the driver and guards, that the new P. O. motors are actually armoured cars, with steel-protected wind-shields and bullet-proof bodies. Bullet-proof steel shutters, slotted or rifle-fire by the defenders, line the sides and can be slammed to smoothly, on their ball-bearings. In a trice.

They are equipped with an automatic siren that yells for help the moment the driver, realising that he is being ambushed, switches it on. And it continues to yell for an hour, even if driver and guards be shot dead, thus arousing all the police and announcing its whereabouts.

When the United States went dry, Horst August A. Busch, the German-American "Boar King" of St. Louis, still managed to save a few millions from the disaster. A trifling fragment of this hoard he has recently spent on a typically Teutonic "luxury car" for transporting his race-horses from meet to meet. It looks more like a pier pavilion on wheels than anything else, with a large panel picture of a steppeler-chaser on a white horse, taking a fence, let into the side—to advertise the contents. Under the car is a large tank of drinking-water for the horses. The sides of the two horse-boxes are lined with canvas-covered rubber airpads, lest the steeds lurch against them going round a corner, and get a bruise.

An idea we really ought to adopt is the motor-cyclo and side-car fire engine for villages and rural districts, that otherwise are left entirely at the mercy of the flames. It carries a 2-cylinder gasoline suction pump and four 500ft. lengths of hose, through all of which, simultaneously, a 60ft. jet can be sprayed on a fire. In some respects a "baby fire-engine" like this is superior to a full-size one. It travels at a higher speed, it can travel along a pathway or a narrow bridle-path short-cut across the fields, and if only a small pond or cistern is available, its less thirsty demands on the water supply keep it spraying on strategic points long after a fully-size fire-engine's hose would have sucked the pond dry.

A monster hauling tractor, so enormous that it would give you quite a scare if you suddenly came on it unawares, is passing its tests with flying colours in the timber forests of Oregon. The wheels alone are twice the height of a man, and an ordinary 4-seater car can run right under it from front to back. Its function is to save time and wages by superseding the present way of moving felled tree-trunks, which is to sling them beneath a bar between two high wheels, and drag them off very slowly, and with numerous horses, to a chute or shipway by way of which eventually they reach the sawmill. As the tree of the northwestern forests are frequently of enormous size, this Goliath-like car has to be frained accordingly.

LOOSE STEERING, GEAR.

Do not neglect your steering gear. If it is worn the wear on your front tyres as a result will very soon amount to more than the cost of having the gear repaired. Also if the gear is loose, it is difficult to place the car accurately, and there is danger of losing control.

BUSSES REPLACE TRAINS. Motor busses have been adopted by two steam railroads in the last few weeks.

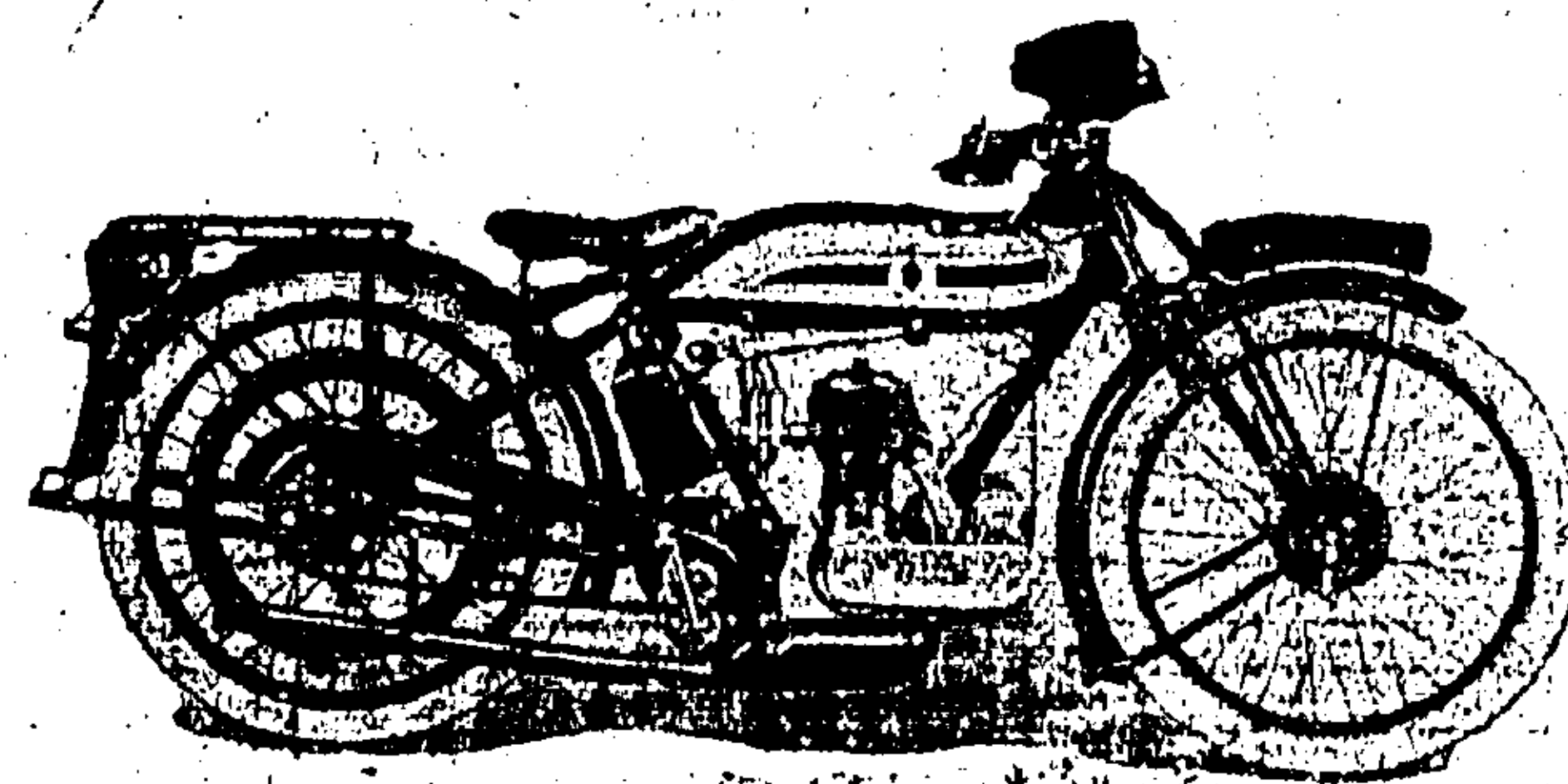
What is believed to be the first railroad bus service is that of the Spokane, Portland and Seattle Railway, between Portland, St. Helens and Rainier, a distance of 50 miles.

The second installation is that of the Boston & Maine Railroad on the Ashburnham South Ashburnham line. This three-mile run was considered unprofitable for steam operation, so that busses have been installed instead.

Now the same road is contemplating extending this service to other towns and replacing its branch steam lines with busses.

TRIUMPH

MOTOR CYCLES



Fine engineering has made the name of TRIUMPH famous wherever cycling is possible.

The Triumph Model P is one of the latest and the last word in Cycles. Something new and still triumph quality remains as known the world over.

Model P. £42. 17. 6 without Lighting Set.

Model P. £50. 12. 6 electrically equipped.

Freight extra.

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VALVE-IN-HEAD BUICK MOTOR CARS

So safely and satisfactorily have **BUICK** Four-Wheel-Brakes performed upon thousands of Buick cars that not even so much as a cotter pin was changed in building the 1925 Buick brake equipment.

When better Automobiles are built Buick will build them

For Demonstration.

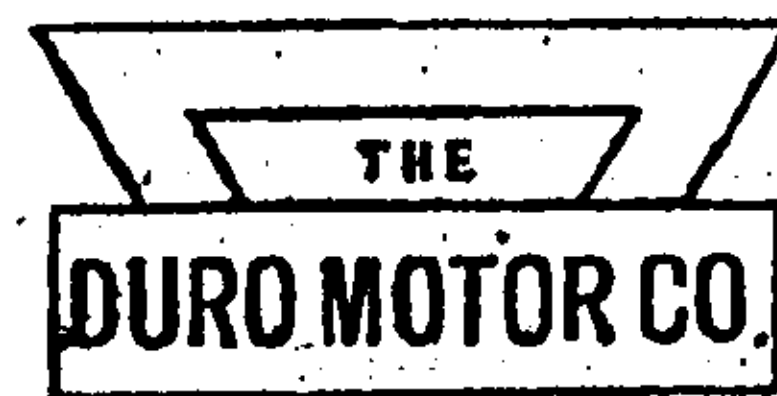
Please call or Telephone C. 1036.

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In planning your PICNICS or joy rides, don't forget K. 226.

our livery cars give satisfaction.



NATHAN ROAD

A good car merits a good, clean, roomy garage. Only a limited number of cars can now be accommodated.

**CARS
FOR HIRE**



STORAGE



Best
For
Your
Baby

WOMEN'S INTERESTS

Nearest
to
Mother's
Milk



Embroidery, iridescent beads and pink satin make this frock what it is. The narrow front panel and wide side ones are applied so flatly that they contribute to the general straight-line silhouette while the wide band of embroidery horizontally placed gives the effect of a low girder. Wide bead fringe makes an interesting hemline.

THIS WEEK'S RECIPE.

APPLE SNOW.

Four large apples, $\frac{1}{2}$ cup sugar, 2 eggs (whites).

Bake apples and scrape pulp from skin and core. Add sugar. Beat egg whites, until stiff and dry, on a platter, using a wire whisk. Slowly beat in the sweetened apple pulp. Beat until stiff. Chill and serve with boiled custard made with yolks of eggs.

This is a simple, nourishing dessert that is suitable for any member of the family or guest.

YOUR GLOVE BOX.

When you buy kid gloves always have them a little large for your hands. This is especially important in the case of cheap gloves which are very liable to split. A tight glove never looks well, and wears badly. Washable gloves should be at least a size too large since there is shrinkage in washing.

Inspect the buttons on a new pair of gloves; you will generally find that they need an extra stitch or so to make them firm. It is an annoying habit with new gloves for a button to pull off the first time you attempt to fasten them.

Shake a little talcum powder into your kid and suede gloves before putting them on, work each finger on gently, and then, finally, slip the thumb in. Be careful to get the seams of the thumb straight the first time you wear a glove, or they will always slip on twisted.

When removing gloves, draw them slowly over the backs of the hands and so inside-out. Pull each finger out straight and press them flat before putting away.

Keep your gloves in a roomy box with a sweetscented sachet, not crumpled up in the dressing-table drawer. A glove stretcher and a glove buttonhook should be found in every glove box and used with new, cleaned and washed gloves when they are fresh put on.

Chamois and washable doekin gloves should be cleansed in warm soapsuds, the dirt being gently worked out. Don't rinse them in fresh water they are better squeezed free of the lather and laid out to dry at once. Work them on to the hands while they are still slightly damp; they will stretch that way so much easier and dry soft and pliable.

Don't wear white gloves which have been cleaned out in the rain; the cleaning process causes every spot of wet to show up like a dark mark, and to dry like that. Kid and suede gloves worn on hands clammy with heat are quickly ruined.

The neatest method of mending a torn glove is to place a little patch of similar kid, suede or doekin, &c., from an old glove, under the hole and sew the edges down on to it, having trimmed them carefully.



Elsie Lawson is shown above in three Paris creations. At the left is a long tunic frock of white crepe embroidered in old-blue. The centre photograph shows a white Kasha coat trimmed in wolfur, while at the right is a foulard crepe with tiers of fringe.

DANCE FROCKS AND SHOES.

The dance frocks of the season are simple and short. Though full godet skirts of crepe georgette and long bodices are most in favour, there is a new straight design made of a square of georgette embroidered all round; it is a change from beaded frocks and fastens over at one side.

These embroidered squares are made in new deep powder blue, which is becoming to dark women, and in orange, pink, and mauve, colours which are coming in again. But whatever has been the colour note during the past few months, gold has been the metal note and appears likely to remain so.

Evening shoes are changing in several ways. Heels are getting steadily higher and the newest are two inches high, which is likely to be the standard height in the coming months. Low heels are now only worn in the evening by very young girls.

All dance shoes for smart wear show the vamp a little shorter in front as it makes the foot look smaller. This is necessary as there is now more demand for shoes of sizes $5\frac{1}{2}$ to 6 than for the 4 and $4\frac{1}{2}$ of some years ago. Good shoes are so well cut nowadays that there is no need to endure acute discomfort by wearing a shoe that is short and tight.

Old gold is the smartest shade and is more usual than bright gold, but there are many uses of gold for the evening this year. There is a peach tissue woven with silver and gold and with an applique binding of gold kid. Another shoe is in copper bullion and made with a single strap. A number of evening shoes are still made with oia strap though the Court shoe is supposed to be the most fashionable. It has to be perfectly cut, and not every foot can stand its severe line, which is generally untrimmed. There are a good many multi-coloured tinsel brocade shoes, but they do not look so neat as the gold shoes. There are flexible beaded buckles on comfortable brocade shoes made with gussets. A novelty is the flexible jewelled trimming, like a parure of tiny stones which can be put to outline the vamp on almost any untrimmed shoe. Jewelled heels are worn with black satin shoes, the paste discreetly not covering the heel.

For afternoon dances brown satin shoes are the most frequent, but a new Court shoe of grey made with silver markings is attractive, and other novelties include an oyster patent shoe and a phosphorescent patent. For cut-of-deers quiet shades of brown, beige, and champagne

TO-DAY'S BEAUTY NOTE.

Never use liquid powder on the face. If you use it on your neck and arms with evening dress, be sparing, and rub it well in with one hand till it is perfectly smooth, then powder carefully over it. Wipe every trace off the palms of your hands and inside of your left arm, or else beware of the wrath of your dancing partner!

A SHORT COAT.



Coats for spring are to be shorter evidently, judging from this charming advance model. It is of white cashmere with a painted border in conventional design, as well as bands of soft white fox. It is lined with scarlet crepe de chine.

mon in lizard skin and lace kid are worn most. There is not so much suede as last year, and though two leathers are used together a good deal, it is felt that the nearest shoes for cut-of-deers have the least

USES OF METHYLATED SPIRIT.

Methylated spirit serves many useful purposes in the home, but great care needs to be taken with it. Large quantities of it should not be stored, and what is in stock should be distinctly marked and stored away from fires and lights.

Methylated spirit gives a high polish to glass unobtainable by any other means. It should be sprinkled on a soft clean duster. Folks who have dressing tables, trays, &c., covered with plate glass will find that the spirit, used regularly, will prevent the smeared, scratched appearance that so often arises.

Methylated spirit will also remove stains from brown shoes, though its application should not be made a habit or the leather will undoubtedly suffer.

For sterilising it is splendid, and bowls or other utensils needed for dressing a wounded or a similar purpose should be prepared by pouring in a little spirit, setting alight, and letting burn out.

BEAUTIFUL CLOAKS.

The straight, slim line predominates in all the most fashionable evening cloaks, but materials are so magnificent and linings gorgeous that no matter how severely plain the actual line of the coat may be the effect is always luxurious and extravagant-looking.

One noticeable point is that, when fur collars are used, they are kept comparatively small, and look far more chic than the heavy trimming of last season. Indeed, the restrained use of fur on evening cloaks is a feature of the newest designs.

White ermine collared and cuffed with white fox is a favourite type of fur cloak for evening wear. White velvet lined with white marabout is another unusual combination, while one of the most lovely cape models is made of cerise velvet, with a gathered yoke and a lining of marabout dyed to match.

Capes of pale blue velvet lined with silver tissue and collared with ohinobilla are being shown in Paris; also some fragile-looking restaurant cloaks fashioned of dyed metallic lace and gold tissue.

A blouse of turquoise-blue flannel collared and cuffed in white, and trimmed with white satin, is combined attractively with a

OF INTEREST.

Gold embroidery is one type of trimming that has been banned this year and is used in narrow bands or very close designs.

Shoulder pins, studded with jewels, are worn in place of the shoulder corsage by some discriminating women.

Pumps with merely one broad strap or just plain opera pumps are the most stylish models in footwear for the street.

Hats of black hatters plush with tiny brims turned up on one side are trimmed with gold galloon or brilliant studded ornaments.

An unusual hat modelled after the popular Tyrolean cap has a very high crown pinched in four grooves, with small feathers perched on the very top.

Coloured slips are worn under some of the newest lingerie frocks.

Gold embroidery is seen not only on satins and chiffons but on wool frocks, and even on lingerie gowns.

Long strands of pearls are very fashionable, particularly those with sections of brilliants or emeralds at regular intervals.

Small face veils are being revived; many of combinations of square mesh and coloured dots.

An interesting vanity case is a circular box of highly polished black wood with a clasp of brilliants and a long black silk tassel.

New sweaters for sport wear come in brilliant shades of orange, green and blue and have high close collars that roll over.

Collars and cuffs of organdie embroidered with or bordered with gold are very much the vogue now.

Punched leather and applique designs cut from leather are favourite methods of trimming.

With jersey or kasha frocks it is very smart to wear a scarf twice about the throat, tied with a knot that ends in the back.

The Parisiennes are now wearing little gold butterflyes on their small black velvet hats.



The side panel on this frock falls over the sharply cut-away edges of the skirt that wraps over at the side. Brocadeed lame combined with black velvet makes the frock. The pointed front, where skirt and bodice meet and the fastening of rhinestones that hold the side train are attractive features.

FROM A FASHION NOTE-BOOK.

Lace gowns must have shoes which match of gold or silver. These are of the Court shoe persuasion, with very high heels.

For daytime wear the one-strap shoes have quite vanished, and in their place are pumps trimmed with contrasting leather.

A pretty coffee set, triangular in shape, even to the tray, and made of dull orange-coloured china, was bordered with a thin line of black, and had a quaint raised initial also black.

Crystal buttons, tinted a most delicate shade of rose, are being used to trim some of the latest frocks.

The craving for simplicity has brought about tailored evening cloaks, one of the most bizarre being of black velvet, lined with vivid red and green Scotch plaid.

AN ENGLISH SOCIETY BEAUTY.



A recent photograph of Lady Diana Russell.

AN INTERNATIONAL BEAUTY.



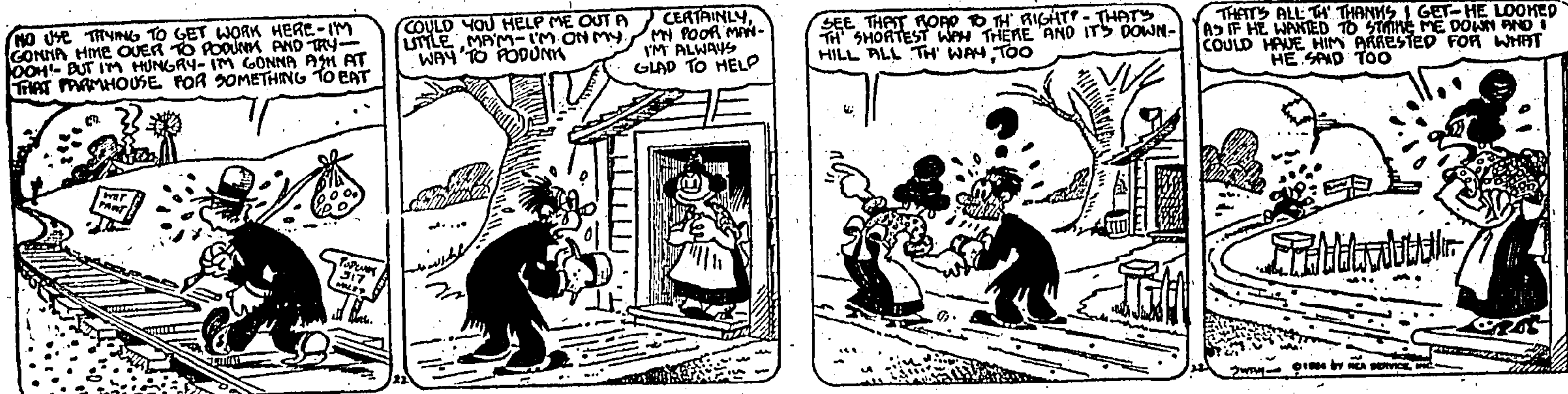
One of the latest beauties from Paris.

A PAGE FOR THE KIDDIES.

SALESMAN SAM

Any Judge Would Exonerate Sam

By SWAN



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can be overcome by Scott's Emulsion. Renewed strength, health and vitality are yours, in every spoonful of genuine.



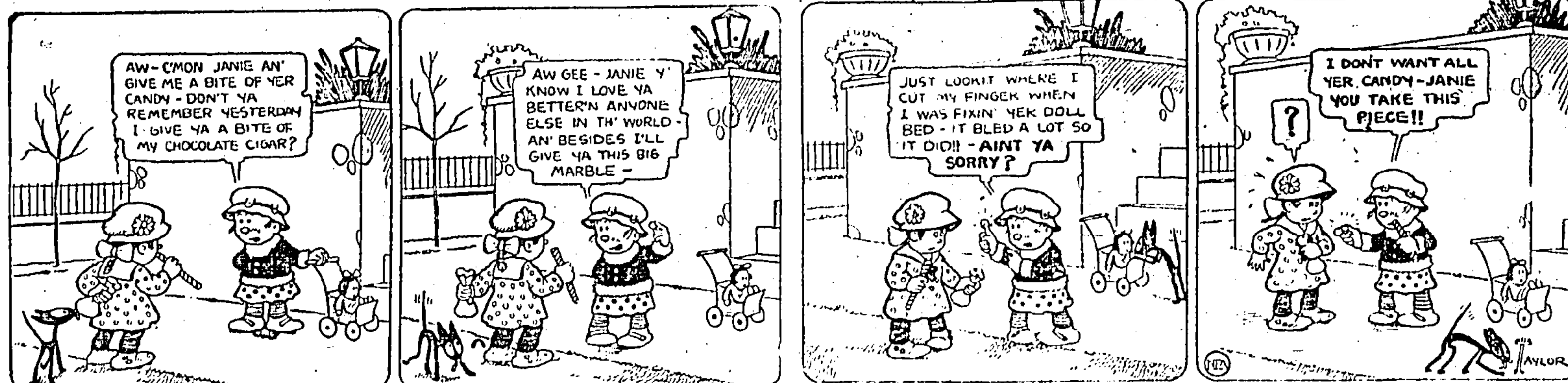
Scott's Emulsion

It brings health to all.

WOMAN POP

Any Is Some Persuader

By Taylor



FUNNY STORIES.

A SMALL WORLD.

The professor was illustrating to his class the remarkable smallness of the world. "Gentlemen," he said, "let me tell you of my own experience. While in Paris last summer I met a man from my own home town. I met him again in Venice, still again in Alexandria, and this year, while visiting the Yellowstone, I encountered him for a fourth time."

A disgusted voice broke in: "Aw, why didn't you pay him what you owed him in the first place?"—Stanford Chaparral.

HOMEWARD BOUND.

Two gents-about-town were strolling back to the city after a round of the road-houses.

Suddenly the man at the wheel muttered: "Guess better stop; can't see anything."

"That's all right," consoled his friend. "Neither can I!"—Buffalo Express.

THE SOLUTION.

Tommie, aged four, was very anxious to whistle. He had tried and tried, but all in vain. While he was out walking one day with his mother, a coloured boy passed - them whistling, and Tommie cried excitedly: "Mama, buy me that mouth!"—Charleston News Courier.

OLEVERLY DUMB.

"You couldn't let me have five dollars till next week, could you?"

"No, and I can't promise to do it then."—Boston Transcript.

HE KNEW.

Wife—Guess what I have come to ask you for?

Husband—Money!

Wife—Oh what a dear, clever husband you are!

ALMOST A MISTAKE.

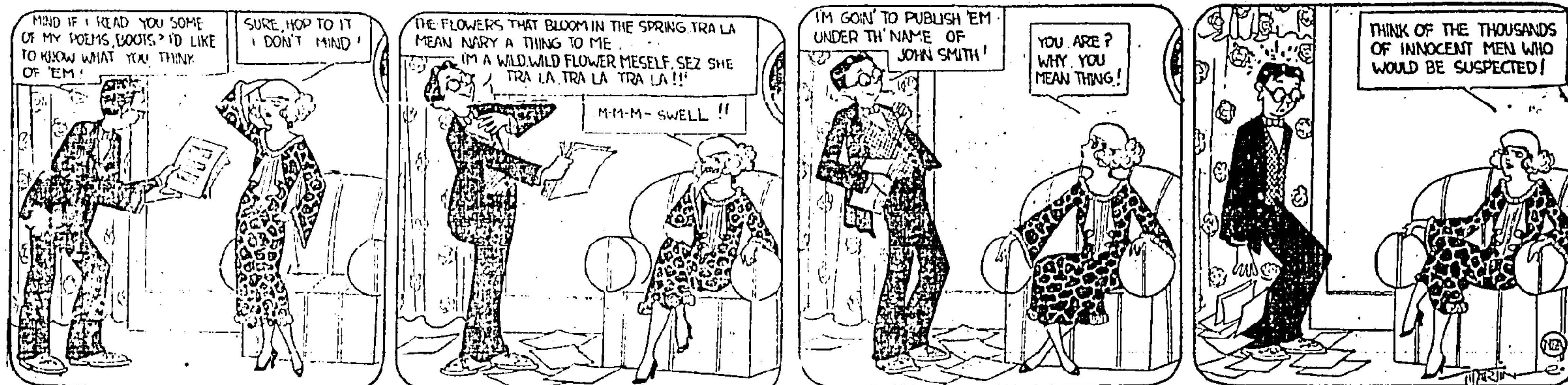
"Is that a particular friend of yours? Will you ask him to join us, then?"

"Oh, this is so sudden! He's the new minister."—Georgia Yellow Jacket.

BOOTS AND HER BUDDIES

Spring Is Here

By Martin



WASHINGTON TUBBS II

By Crane.



FRECKLES AND HIS FRIENDS

Looks Funny to Jar!

BY BLOSSER



LACTOGEN

The Natural-Milk Food



FOR YOUR BABY

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 14th. FEBRUARY, 1925.

BANFF THE BEAUTIFUL.

Attractive in Winter and Summer.



An Army of travellers visit Banff, the Beautiful, during the regular tourist season in the Canadian Rockies, but Banff, in winter, is fully as picturesque and interesting when the great mountains rising a mile high above the valley of the Bow River are covered with snow, as it is in summer, when their peaks only are tipped with the everlasting white of Jack Frost. The trip from Montreal, or Chicago, across the prairie provinces to Banff, with a stop-over at Banff, is a perfectly comfortable one, and both Banff, in Alberta, and Revelstoke, in British Columbia, are famous for their ski-jumping good. While Banff has plenty of snow and ice during the winter, it is unusual for visitors to ride around Banff on Christmas day, or later in automobiles, and see a dozen wild deer soiling along the road past the golf links. Banff is the capital of Rocky Mountains Park and, as such, is a sanctuary for big game and small game. Deer come down from the mountains into the very heart of the town, now and then a black bear is seen in the outskirts

and mountain sheep, elk and goats are among the oldest inhabitants. In February of each year Banff has a wonderful winter sports programme which the trans-continental traveller may witness. Skiing, ski-joring, figure and speed skating, the fastest hockey between teams of ladies and other teams of men, ski-running and ski-jumping from one of the best jumps in North America, curling with expert "skips" and half a dozen other sports.

GOLFING NOTES.

"Nerves" on the Links.

"Hagen nervous! Walter, for the first time in the memory of the oldest golfer, gets cold feet!" in such delightfully picturesque language Americans describe the British champion's efforts in the recent international match, in which he and Sarazen were defeated by Duncan and Mitchell on the St. Augustine Links, Florida, (says a special correspondent of the Observer.)

The account, which my American correspondent has sent informs that the man who had been credited with nerves of steel and the courage of a lion was unusually agitated. The outstanding incident in this exhibition of "nerves" was apparently, at the fifteenth hole, the turning point of the match. He was left with a putt of seven feet to win the hole and to square the match. For a man like Hagen this should have been more child's play; we have seen him ram down this kind of putt with such a degree of confidence that the thought of missing has never once entered our heads. We must, in view of the facts, revise slightly our opinion of Hagen's mental make-up for it transpires that not only did he miss the first putt, but he overran the hole by a couple of feet, and fumbled the return. It was all a matter of "fright," a state of mind when one goes in deadly fear of his own shadow. "The greatest figure in golf could do no better than the worst, duffer," clubbed the two-footer. "Clubbed" is a new word in golf, meaning in this connection, I take it, that Hagen played the shot in a helpless, marrowless sort of way. There is something rather cheering in the knowledge that even the greatest of all is only human like the rest of us, and that he can, on occasion, make himself appear as ridiculous as the twenty-four handicaps man.

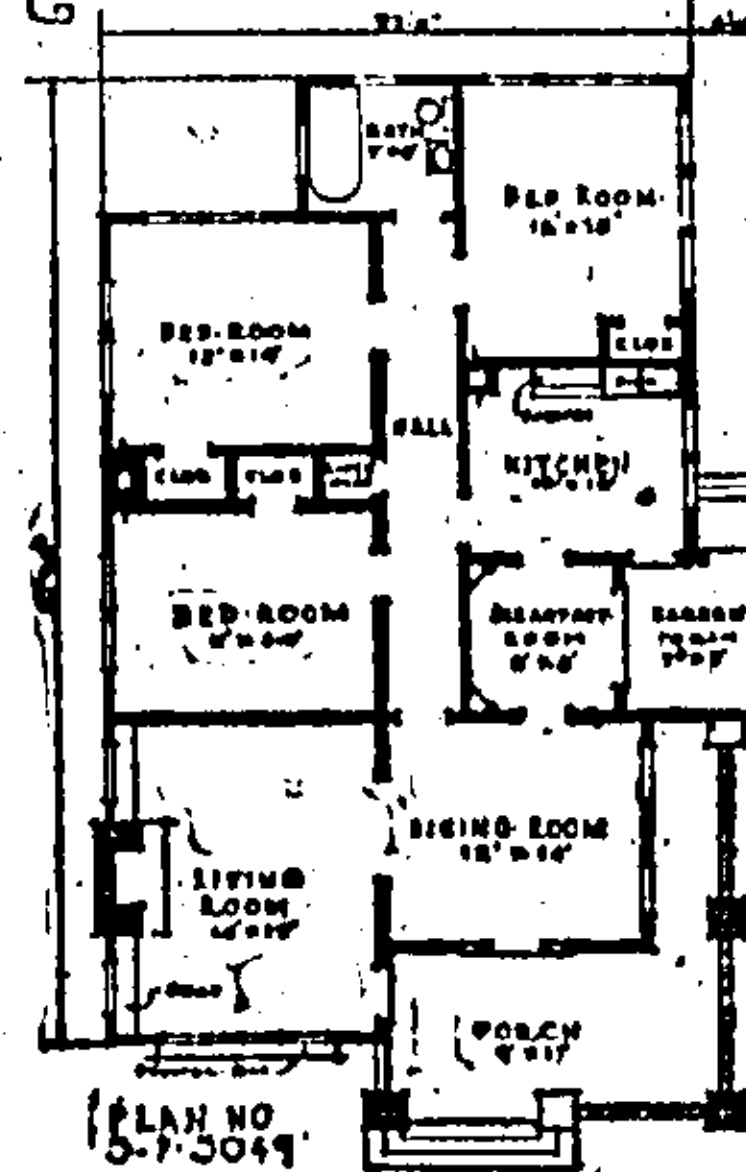
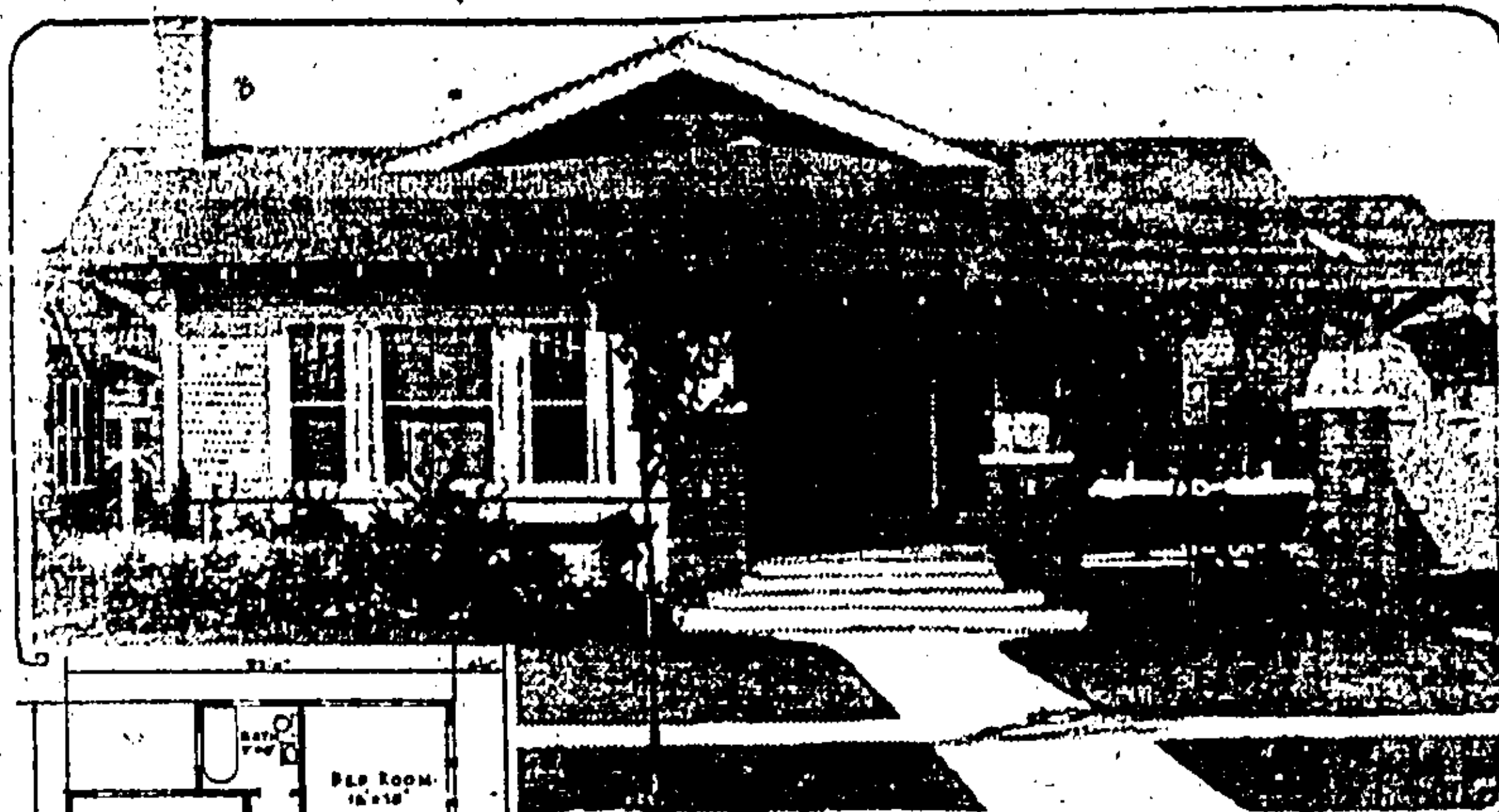
However, in justice to Hagen, I ought to say that only once have I seen him in a state of abject funk, and even then he was not actually playing golf. I have seen him annoyed, but irritation, anger if you like, is a totally different thing from fright. The occasion was the British Championship, at Sandwich, in 1922. Hagen was standing on the edge of the eighteenth green watching, one by one, his rivals play out the last hole. They faded away, leaving him in what appeared to be an unassailable position. Out in the blue was Duncan accomplishing, we were informed, seemingly impossible things. He came to the last hole requiring a four to tie with the American.

As his second shot just trickled off the edge of the green, at the very spot where his rival was standing a sudden change came over Hagen's smiling countenance. His face went ashen pale, the cigar he was smoking fell from his fingers, and he trembled like a jelly fish. He was suffering the torments of Browning's "Twenty-nine distinct damnations. One sure, if another fails." It was a state of mind not of long duration, for when Duncan just failed to get his four, Hagen, with a look of utter relief whispered, "If Duncan had known as much about that shot as I do (Hagen had been in the same spot himself), he would have played it differently." And I imagine that in his innermost soul Hagen said, "But thank God he didn't."

I daresay that in no sphere of life is the problem of the relation of mind to matter presented in more acute shape than on the golf course. We know that it is not a lack of strength, or always a want of skill, that prevents us doing that of which we are capable. The mind is at fault. But why is it that the mind cannot or will not make proper use of our strength and our skill? Braid has said that the optic nerve works more quickly than the mind, and that, in consequence, disturbing elements are often introduced into the shot. "I do not know on what authority Braid makes this statement," he says, "but it is based on the fact that the optic nerve is more sensitive than the mind, and that the mind is often introduced into the shot."

CHARMING SMALL HOME.

A Design Which Meets Modern Needs.



The front appearance of this bedroom always makes a house home is especially attractive readily saleable. There are with its combination of brick plenty of closets and pillars and narrow siding. The kitchen is planned along the which has become so distinctive most modern "cabinet kitchen" a phase of modern home design, lines and opens out to a good size and has the window grouping screen porch. This porch is and "French" windows so square and therefore gives the popular and pretty nowadays.

But it is not only the exterior Then there is a handsome beauty, but the exceedingly breakfast room with octagon practical inside arrangement, china cases and double French which doubtless has been re-doors. Moreover, the rooms in sponable for the fact that more this house are all ample size plans have been called for, of There is no "doll house" this home, than any other at the planning here. It is simple present time. The inside to build, its cost is very arrangement will instantly draw the practical housewife's eye, and framing lumber and finish made at the same time she will see from Southern Yellow Pine, a possibilities for beautifying the wood which is available at the interior at small expense. All of the rooms have complete privacy, opening on to a hall, not too long. There are three entirely separate bedrooms. This is an important item in family life of the best kind, and one of the bedrooms (the corner one) can be made a sleeping porch. The plan shows it is all glassed in. And three

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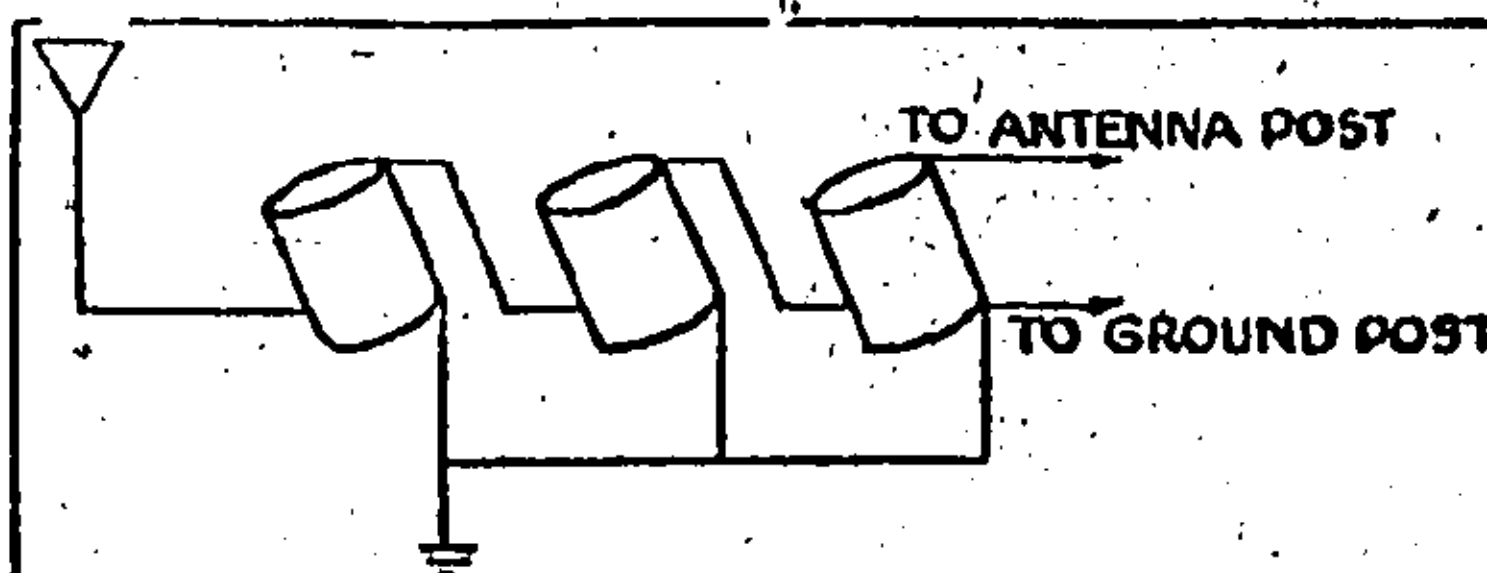
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RADIO NOTES AND NEWS.

Simple Way to Reduce Crashing of Static.

While waiting for some genius to invent a static eliminator that really eliminates, let us try a simple little stunt that an amateur suggests for this trouble. It won't eliminate static, says a note to "QST," the organ for the American Radio Relay League, but it will at least reduce those crashing and crackling sounds you get while trying to listen to a concert. It can be built with ease and hooked up with even greater ease.

But use of power from 1,000 to 5,000 watts, or more, will be held on an experimental basis and will be under government control. Licenses for such stations will be for experimental purposes, and will carry the following conditions:



HOW THE STATIC REDUCER COILS ARE ARRANGED.

The entire "reducer" consists of three coils set at an angle of 55 degrees, intercepting the transmitted waves before they enter the receiver. For the broadcasting range, the coils have 66 turns of No. 24 wire and are wound on a 3 1/2 inch tube. A tap is taken at the 33d turn of each coil.

The aerial lead-in is brought to this middle tap, on the first coil. The start of the coil is led to the middle tap of the second coil and the start of the second coil goes to the middle tap of the third.

Three coils are enough for the ordinary regenerative receiver with two stages of audio amplification. For a larger receiver, like a superheterodyne, from four to six coils may be used.

The terminals of all the coils are joined and grounded, while the start of the last coil is taken to the antenna post of the receiver, and the end of the last coil is brought to the ground post.

That is all. Except that care should be taken to set the coils at 55 degrees from the base. This can be done by attaching each to a base by means of metal brackets bent to this angle.

If there is a perceptible reduction in signal strength, reduce the number of coils. Or experiment with this layout until you get the best possible combination with your receiver.

HIGH POWER UNDER SUPERVISION.

U.S. Government Watchful.

Washington:—Although recognizing the need of increased power in broadcasting, the Government at the same time will keep a close watch on stations adopting super-power.

This is the announcement from the Department of Commerce, following adjournment of the

national radio conference here. At this conference it was decided that a general increase in power over 1,000 watts was desirable, to overcome static and give better service to all listeners.

But use of power from 1,000 to 5,000 watts, or more, will be held on an experimental basis and will be under government control.

Licenses for such stations will be for experimental purposes, and will carry the following conditions:

"Does the shadow path behave like any other variety of darkness?" is one of the questions to which the editors will try to get an answer. Others are:

"Does it operate as a reflecting mirror to send back radio waves toward their point of origin, or does it bend them in one direction or another, or does it leave them unaffected?"

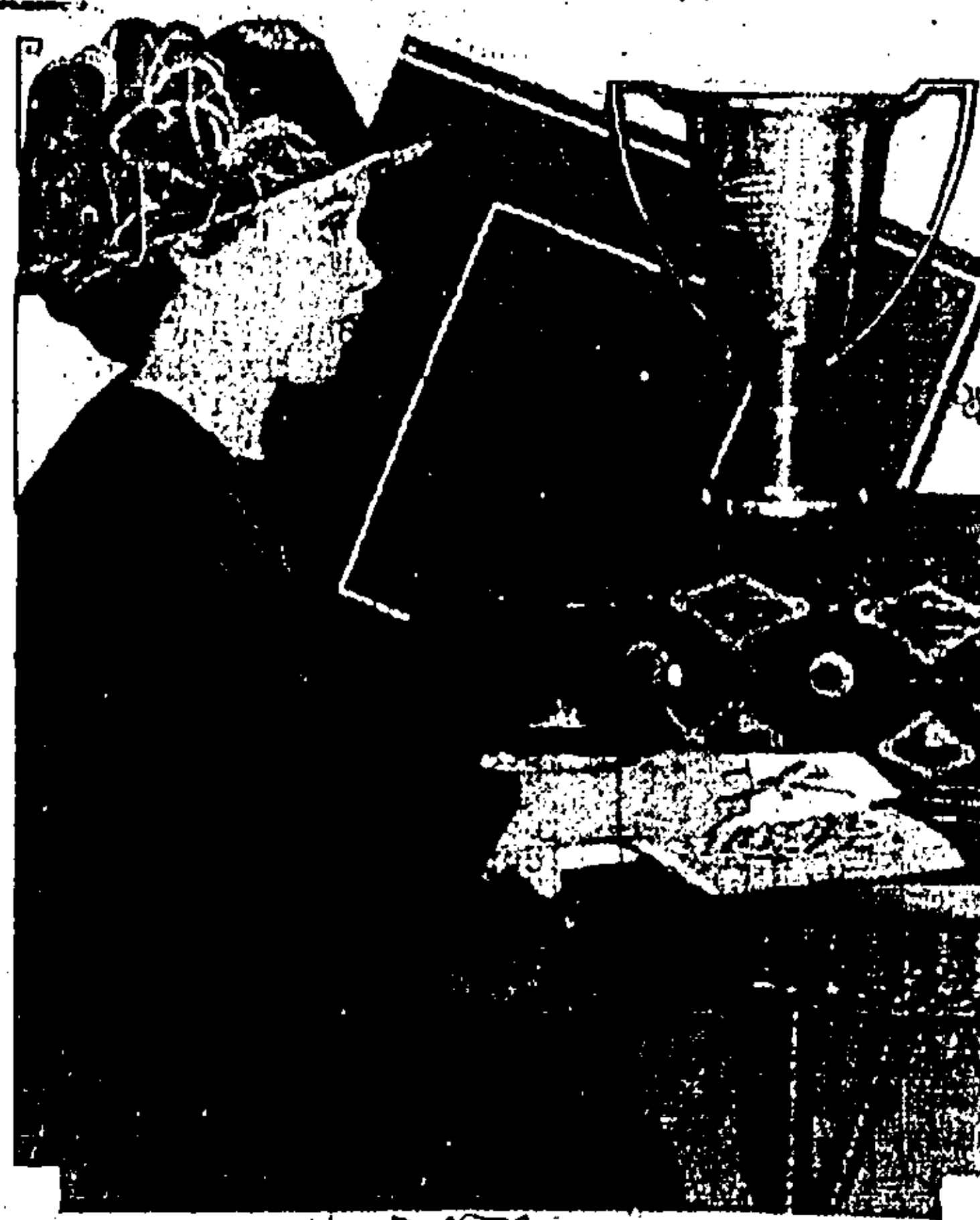
"During the eclipse not only will the light from the sun be cut off, but also the stream of electrons that is supposed to be flying all the time toward the earth will be altered. What effects will this have on radio transmission?"

In an attempt to seek answers, arrangements were made for the transmission of special signals from broadcasting stations during the eclipse, for reception by a group of qualified radio listeners and amateurs.

The listeners kept accurately timed records of signal strength, fading, static, and other features of radio reception.

When the entire mass of information is collected from all possible sources, a committee of radio engineers will delve through it and try to see what it means.

RADIO-CROSSWORD WINNER.



Even the radio enthusiasts have become addicted to the crossword puzzle habit. Miss Olive Rile, shown above, is winner of the world's first radio crossword puzzle contest. More than 5,000 persons took part in the competition. The definitions were broadcast from station WAHG, in America.

1. Experiments must be under control and regulation of the districts supervisor and the Department of Commerce.

2. High power stations must start with 1,500 watts, to be increased gradually only after the supervisor is satisfied the increase would be beneficial to all and would not cause undue interference.

3. Each increase must not exceed 500 watts and must await approval by the supervisor before another jump may be made.

4. Each station will be dealt with individually by the department, because of individual local characteristics.

5. Location of station will be carefully considered.

6. All experiments will be at the cost and risk of each station. Licenses will carry no permanent rights or privileges and will be revocable at any time at the department's discretion.

ECLIPSE SUBJECT OF ENQUIRY.

Radio "Fans" Co-Operated.

New York: Radio fans of the country were asked to participate in a nationwide check-up on the sun.

On January 24, 1925, the sun was in total eclipse. The phenomenon was visible from sunrise to about 10:30 in the morning along a line reaching from northern Michigan to New York City, and was also recorded as "felt" in neighbouring localities.

To ascertain what effect this eclipse had, if any, on radio, the Scientific American, monthly journal of science, called for volunteers among radio amateurs and novices. The editors asked all who had sets and are scientifically inclined to tune in on the morning of January 24 and watch for results.

From the observations made by fans and professional scientists the magazine hopes to determine exactly what a solar eclipse does to radio transmission.

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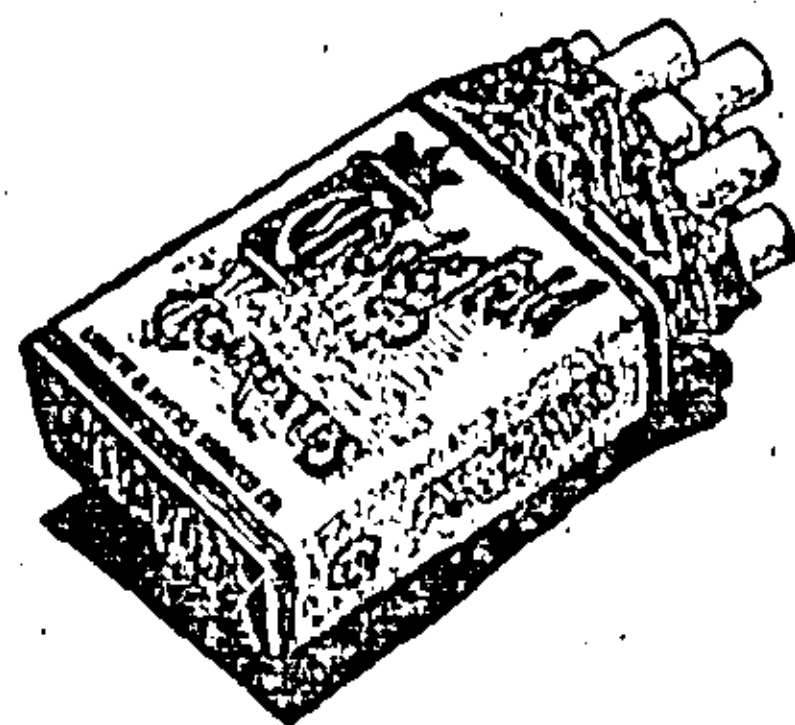
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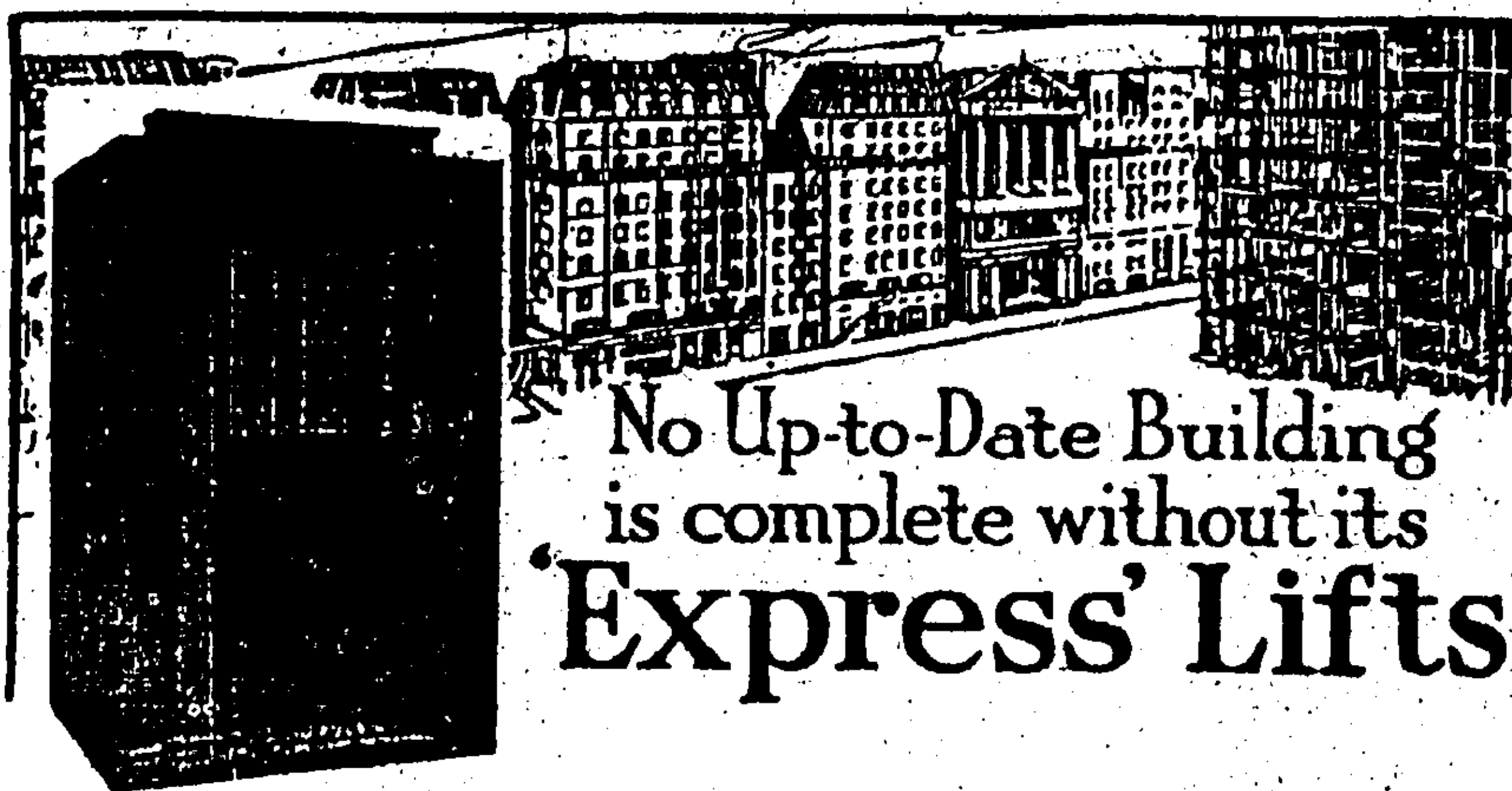
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THE SCIENCE OF LUBRICATION.

WHY TECHNICAL KNOWLEDGE IS NECESSARY.

(We are indebted to the local office of the Standard Oil Company of New York for the following informative article.)

THE AUTOMOBILE ENGINE.

The motor, which is the heart and energy of the motor car, is simply a mechanical device to convert chemical energy into mechanical energy. This chemical energy is commonly called by us by the short term of "GAS". To convert this gas into power, we ignite the mixture of vaporized gas and air in the combustion chamber of the motor. To complete the cycle of the stroke, the following operation takes place:

- 1st. The carburation or mixing of the gas and air.
- 2nd. Drawing the charge into the cylinder on the downward stroke of the piston.
- 3rd. Compression of the charge by the upward stroke.
- 4th. Ignition just before the completion of the compression stroke.
- 5th. Combustion of the compressed mixture by electric spark.
- 6th. Expansion of the burning gases.
- 7th. Exhaust of the burned gases.

All this process is probably familiar to you and it is only

mentioned as a foundation for what is to follow —

LUBRICATION OF THE ENGINE.

There are three vital points to be considered in the lubrication of any moving machinery: Speed, Pressure, and Temperature. In considering the proper oil for a steam engine, we generally have only one speed, one pressure and one temperature. This is a simple matter compared with the conditions under which a motor car operates with its varied and constantly changing speeds, pressure and heat conditions. Also, bear in mind that one oil must lubricate all the reciprocating and rotating parts under all these varied conditions.

SPEED BY ENGINE

There are several makes of engines now in use that have a speed of 3500 or 3600 R.P.M., while 2000 R.P.M. is common. By a simple process of arithmetic, you will see that at these speeds at 2,000 R.P.M. (which is not unusual) and figuring the stroke of piston to be 5 1/2 inches, you will get a piston velocity of 1,800 feet per minute and allowing the bore of the cylinder to be 4 inches, you will see that nearly 2,000 square feet of cylinder are rubbed each minute. If the crank shaft journal is 2 inches in diameter, it will slide over its bearing at a rate of more than 1000 feet per minute. Of course, under ordinary conditions, this speed is not obtained but the fact remains that one oil must meet

all these conditions when they do arise and also be able to properly take care of the lubrication of all the moving parts at other speeds.

BEARING PRESSURES

In the cylinders of the engine, at the time of combustion of the compressed mixture, the bearing pressure is tremendous, being something more than 300 pounds to the square inch. This great pressure is exerted on the piston at the beginning of the downward stroke but, of course, is lessened during the stroke. However, a great pressure is transmitted to the bearing surfaces and while the load at the lower end of the power stroke is not high, the centrifugal force of all the revolving parts in the crank case increases the bearing pressure very materially. Road shocks are also transmitted which add to the bearing pressure whenever the wheels strike an uneven place in the road. You will see that in order to provide proper lubrication, these variable pressures have got to be strongly taken into consideration.

ENGINE TEMPERATURES

The temperature in the combustion chamber of an ordinary motor car ranges from 250° F., which is the normal temperature on the intake stroke, to 3000° F., at the time the charge is exploded. The temperature will average about 1000° F. during this complete operation. It has been determined by engineers that the temperature of the cylinder walls is about 270° F., when the circulating water of the cooling system is at a temperature of 200°. Of course, when the conditions are such that the water is cooler than this, the temperature of the walls is correspondingly lower. One thing should be borne in mind—that the cylinder temperature of an air cooled engine is approximately the same as a water cooled type. With the cylinder wall temperature at 270°, the wall of the piston will be approximately 50° higher, while the under side of the piston head will reach temperatures from 500 to 700°. This, is due, of course, to the fact of its being further away from the water jacket or the air cooling system. Part of this heat is transmitted to the wrist pin-connecting rod-crank pin—main bearings—cams and cam shaft bearings in fact to all the moving parts within the crank case. The temperature of the wrist pin, under ordinary conditions, is in the neighborhood of 300° F., while the main bearings temperatures will range from 100 to 200° F. The efficiency of the cooling system, the questions of load and speed, and the character of the lubricant used, also materially affect the temperature of the engine. As the same oil must lubricate the pistons, cylinder walls and all the moving parts of the engine, at all these various

BRITAIN'S POPULAR RUNABOUT.



The above will be recognised as a photo of one of the "Austin Sevens", many of which are now to be seen in the Colony.

extremes of heat, it necessarily follows that the lubricant must be of a special nature to meet all these conditions.

LUBRICATING PRACTICE.

There are certain fundamental facts that have been proven both by practical engineering experience and by scientific investigation that will apply to all oils. High speeds demand light bodied oils. Low speeds require comparatively heavy bodied oils. High bearing pressures require relatively heavy bodied oils. Low pressures require relatively light bodied oils. High temperatures require an oil that will retain its body under heat. Low temperatures require an oil that will retain its fluidity at low temperatures. Heavy bodied oils have relatively high internal friction. These rules are universal and in connection with these facts, we must bear in mind that the correct motor lubricant must have such qualities of adhesion and cohesion and heat resisting properties as will prevent its being forced out of the bearing surfaces at the working temperatures while at the same time it must be light enough in body to lubricate at the higher speeds without absorbing too much power by its own internal friction values. It has been demonstrated that in all moving machinery there is from 20 to 40 per cent. of the initial power used to overcome friction. If you add to this, the power which would be wasted in overcoming the fluid resistance of an oil, with too high a viscosity, you can readily see that there would be an additional waste of power. Two of the most important characteristics upon which correct motor lubrication depends are viscosity and heat resistance. It is a demonstrated fact that all oils become thin under heat. It is therefore necessary that the working temperatures of all the bearing surfaces must be carefully considered in determining the body of the lubricant to be used. It is a fortunate fact in motor car lubrication that the engines are so designed that in the cylinders where the temperatures are the greatest, the bearing pressures are low and the velocity high. In this way you can use a comparatively light bodied lubricant. All mineral oils which are suitable for motor car engine lubrication approach a common and suitable viscosity at a temperature of 300° F., the normal temperature between the cylinder walls and pistons under usual conditions. The viscosity required for correct cylinder lubrication while it is important to a certain degree, yet it does not demand as much consideration as does the viscosity necessary for the proper lubrication of the rotating bearings within the crank case. Therefore, an oil that meets the requirements in the crank case will properly lubricate the piston and cylinders. (To be concluded next week).

CONSISTENT PERFORMANCE.

FINE SPEED RECORD.

A most enviable and unusual record for consistency in performance is held by M. G. Lambert and his Indian Motorcycle. Mr. Lambert is an Indian rider, who performs under the auspices of the Ball Cycle & Motor Company, Indian distributors at Christchurch, N. Z.

The following is from a press report:—
"The 1924 racing season on Brighton Beach was closed with the Flying Mile Championships, G. Lambert riding his four year

old stock model Indian, easily secured 1st place in the 1000 c.c. class in 38-1/5 seconds, or 95 miles per hour. This easily broke all previous records: In the unlimited class Lambert won in 37-3/5 seconds or 97 miles per hour. Lambert then rode an exhibition mile, officially timed, in 36-2/5 seconds or 2/5 of a second off 100 miles per hour. This is a wonderful performance and is easily the fastest mile ever done in Australasia.

The machine is a stock model and has now started 26 times from scratch, being placed on every occasion, obtained 24 fastest times and has established numerous wonderful records. It has raced under the worst possible conditions in sand and water and still is as good as ever it was."

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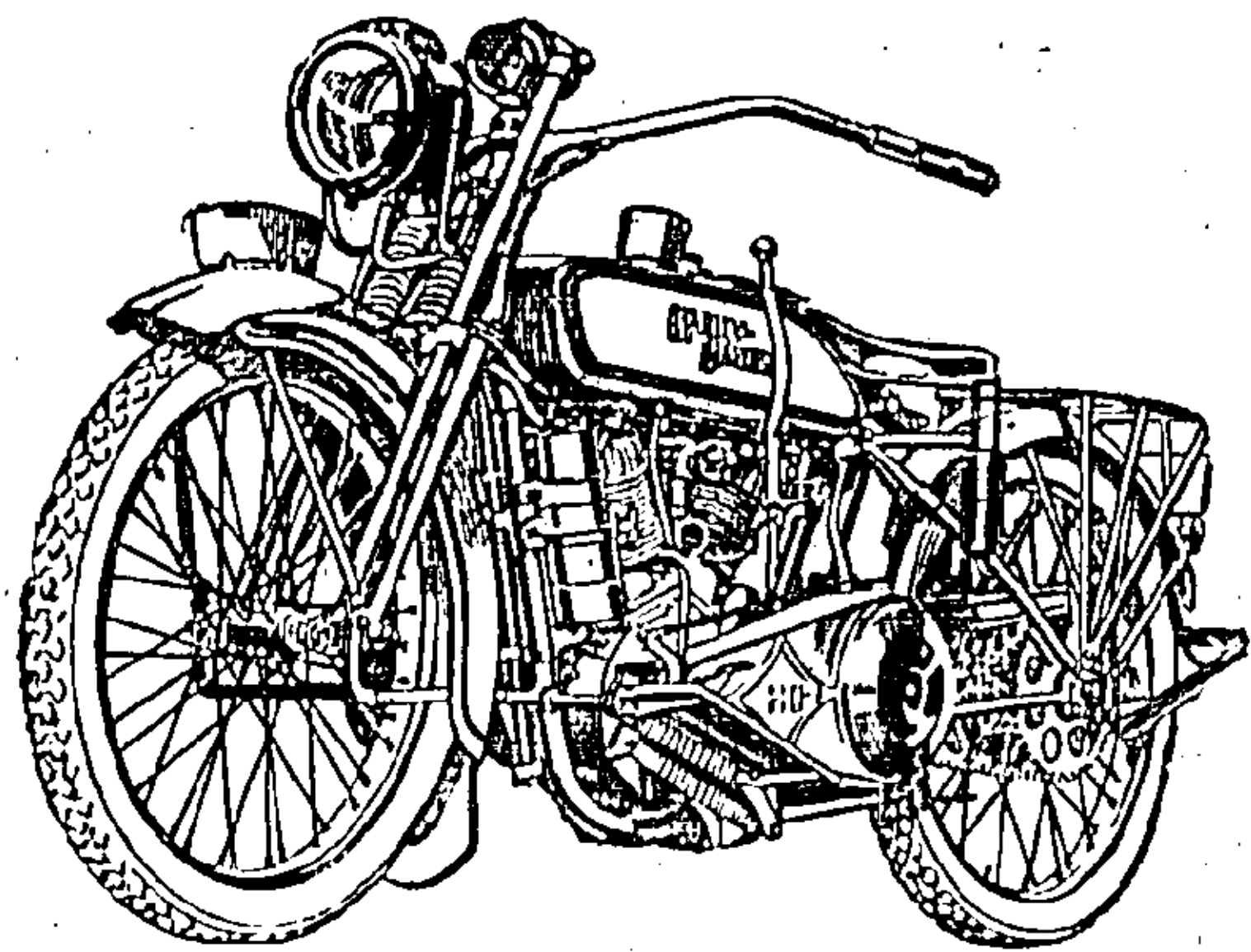
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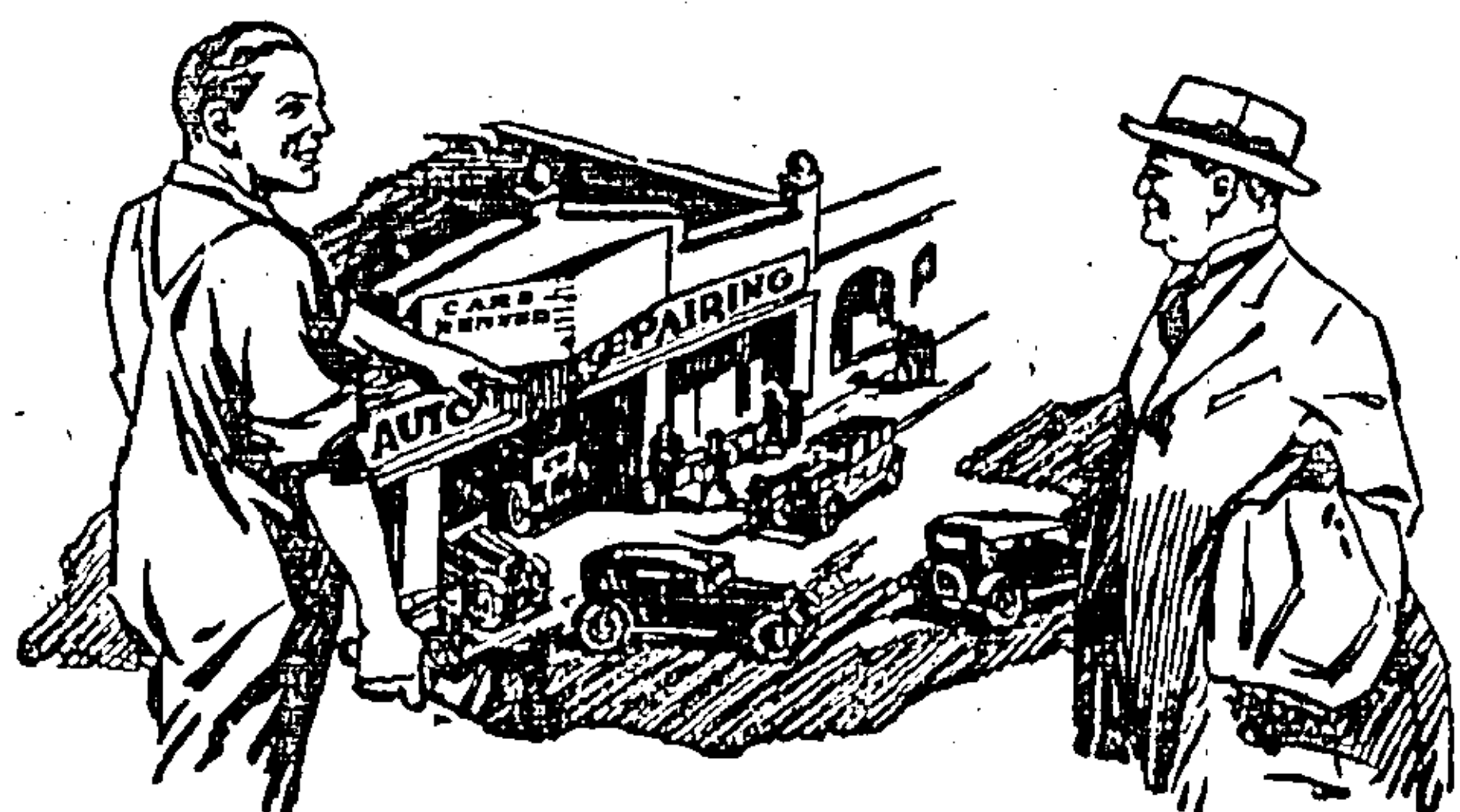
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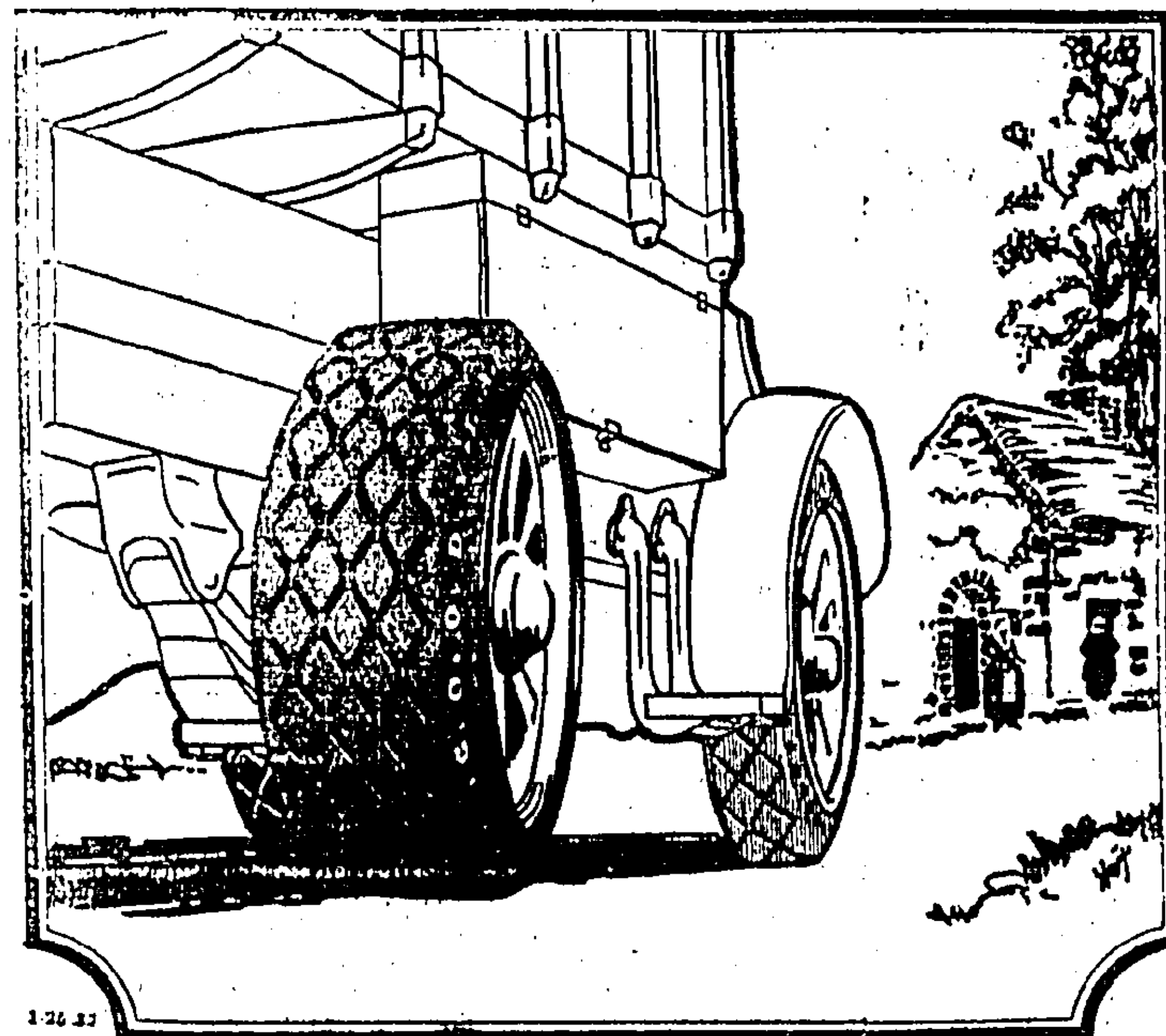
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These massive tyres with their big diamond shaped tread blocks, have tremendous tractive power, fitting them ideally to the needs of the severest service.

The powerful grip of the All-Weather Tread turns engine power into maximum mileage.

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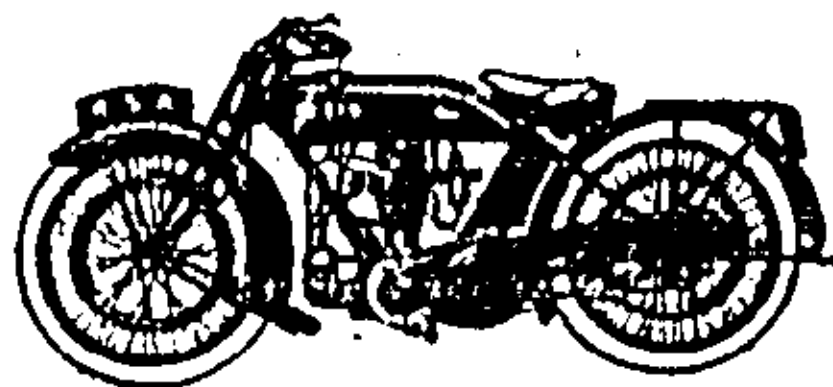
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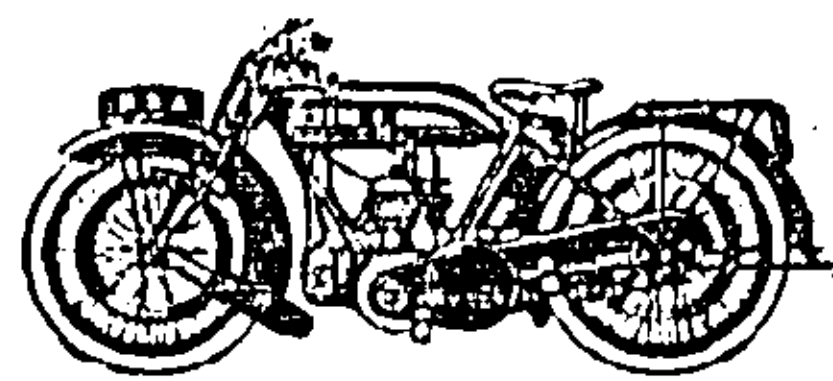
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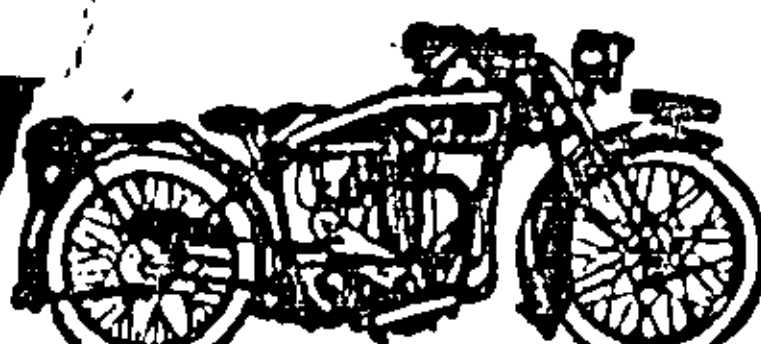
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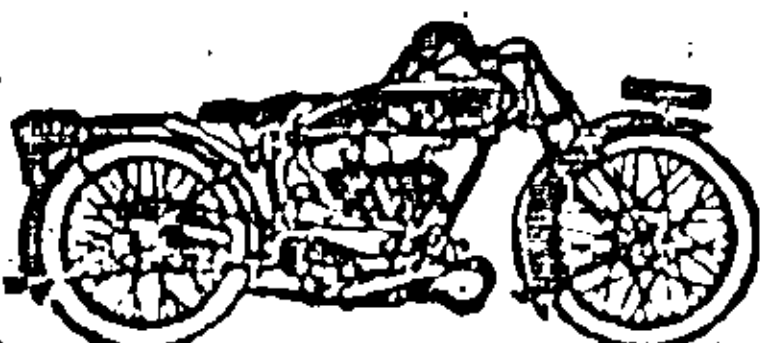
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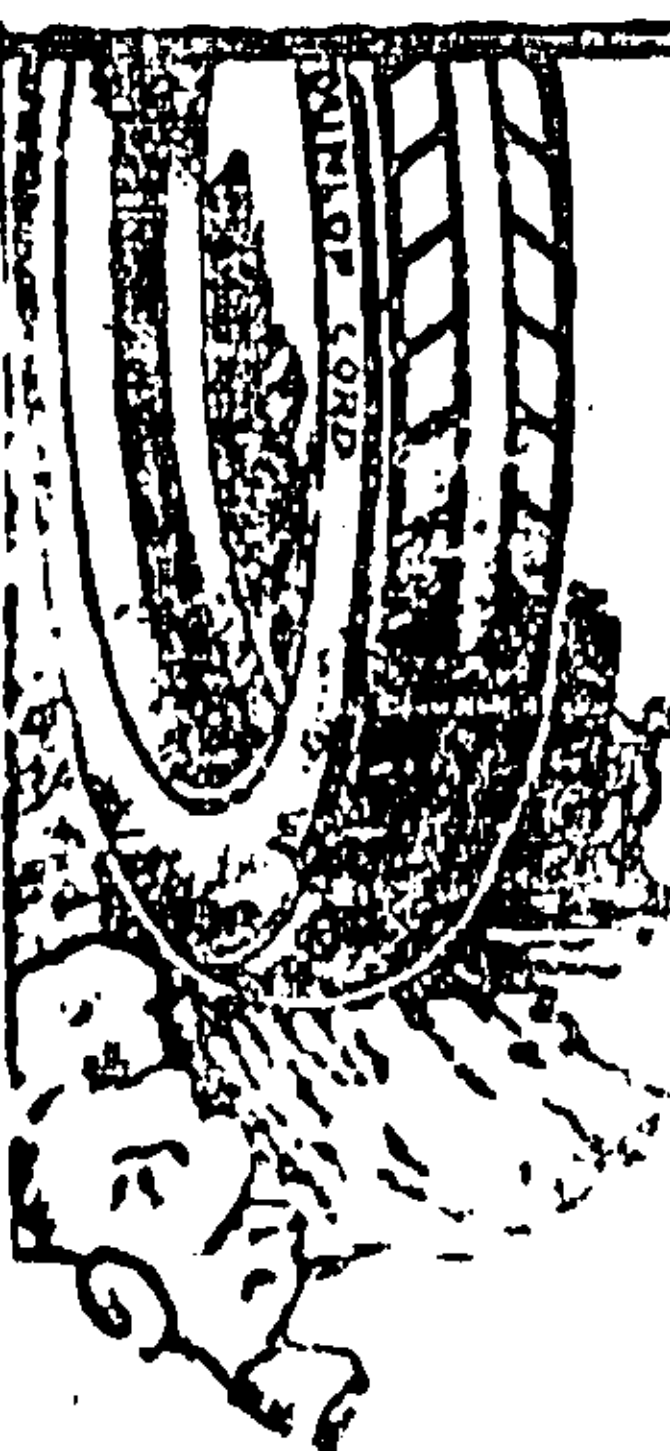
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THE CONQUEST OF THE AIR.

A MONTHLY RECORD OF
PROGRESS.

(Special Article to the "Hongkong Telegraph.")

The Latest Air Liners—Big Bombers and Flying Boats—New Engines for Light Aeroplanes.

The New Year is likely to see a number of new air liners running on the British air routes throughout Europe operated by Imperial Airways Limited. The requirements of such machines nowadays are that they shall be large and comfortable and have a very high factor of reliability. Every day it is becoming more and more evident that air liners, in order to obtain the maximum reliability, must have at least three engines and must be capable of maintaining themselves in the air with a full load with any two of those engines running. A big monoplane is now being built in the North of England driven by three Rolls-Royce "Condors" of 650 h.p. each.

An interesting three-engined machine will be the Hawker, which is being built by the Hawker Engineering Company, of Kingston, Surrey. The motive power will be three air-cooled Bristol "Jupiter" engines developing 400 h.p. each. At present there are no data available as to the numbers of passengers to be carried or the speed at which the machine will travel, but as the chief designer of the Hawker Company, Mr. Carter, is regarded as one of the most promising of our young designers, it is safe to assume it will be a very nice job indeed.

A BIG BOMBER.

The second Blackburn "Cubaroo" is now nearing completion at Brough in Yorkshire. The "Cubaroo" is an enormous bomber driven by a 1,000 Napier "Cub."

The first of the series was tested last September and since then it has been undergoing performance trials at the Royal Air Force Experimental Station at Martlesham in Suffolk, where it is understood to be giving a very good account of itself. The Blackburn firm built a very interesting two-seater light aeroplane for the Lympne Competitions. Unfortunately, they were not able to let it appear at Lympne owing to continued engine trouble. Now, however, this has been overcome and the machine is flying very well indeed.

BIG METAL FLYING BOAT.

Trials are being made at Rochester with the first big British flying-boat built of metal. The work has been undertaken for the Air Ministry by the pioneer firm of Short Brothers. The machine follows more or less the F5 practice. The F5 was the big twin-engined type of boat much in use at the end of the War. The new Short boat is driven by two Rolls-Royce "Eagle IXs" and is more or less an experiment, to find out the effect of salt water on a duralumin hull. Short Brothers have also in hand a small all-metal light flying-boat driven by two Blackburne motor-cycle engines. It is interesting to recall that Short Brothers built the first British aeroplane and they also built the first British all-metal seaplane, the first all-metal light aeroplane, the first British all-metal light flying-boat and the first all-metal light flying-boat.

IMPORTANT MANCHESTER AERODROME.

A British pioneer firm, that of A. V. Roe and Co., Ltd., have just taken a very interesting step and purchased a new aerodrome at Manchester. It is known as the Woodford Aerodrome and is likely to become very important in the near future, owing to the fact that it is now the only aerodrome near Manchester and consequently will become the chief jumping-off point for air liners running to Ireland and in time, perhaps, to America.

NEW LOW POWERED ENGINE.

An exceedingly interesting low-powered engine has just come on the market. This is the 120 h.p. Air-Disco engine produced by the Aircraft Disposal Company Ltd. It is a revised version of the well-tried 80 h.p. Renault engine which was so much used in the War. It is rated at 120 h.p., but its maximum output is 140 h.p. When fitted to a Standard Avro it can reduce the time taken for a climb of 10,000 feet by half. Moreover, it is by far the cheapest engine of its class in the world. The conversion has been carried out by Major F. B. Halford, who is well-known for his work in connection with the R.H.P. series of engines.

AN INTERESTING PROMOTION.

An interesting Air Force appointment just announced is that of Squadron-Leader W. B. Douglas to the rank of Wing Com-

mander. Squad. Ldr. Douglas flew the Parnall Fize Light aeroplane in the trials at Lympne and made a reputation for himself as a competition pilot. He spoke very highly indeed of the Parnall machines which he flew and is exceedingly anxious to fly in competitions this year. He is now the most senior officer of the Royal Air Force to take part in competition work.

IMPROVED LIGHT AEROPLANE.

For some time past it has been recognised that the present type of two-seater light aeroplane has rather too little horse power to make it a practicable proposition. What is really required is an engine developing between 50 and 70 h.p. It is interesting therefore to find that the De Havilland Aircraft Company are producing just such a machine. This is the D.H. 60 and will be driven by an engine developing between 50 to 60 h.p. which has been produced in close collaboration with the De Havilland design department. It is a two-seater tractor biplane fitted with dual control which can easily be removed so as to leave a roomy passenger cockpit with sufficient space and power to carry a large suit case weighing 40 lbs. The wings can be folded in three minutes, so that the span for housing is only ten feet. The maximum top speed will be 90 m.p.h., the landing speed will be 33 m.p.h. and the petrol consumption should work out to about 20 miles per gallon. The tanks will have a capacity of 3 1/2 hours. The machine will be put on the market at a low price and ought to be the very thing for use in parts where there are big distances to be covered without adequate roads.

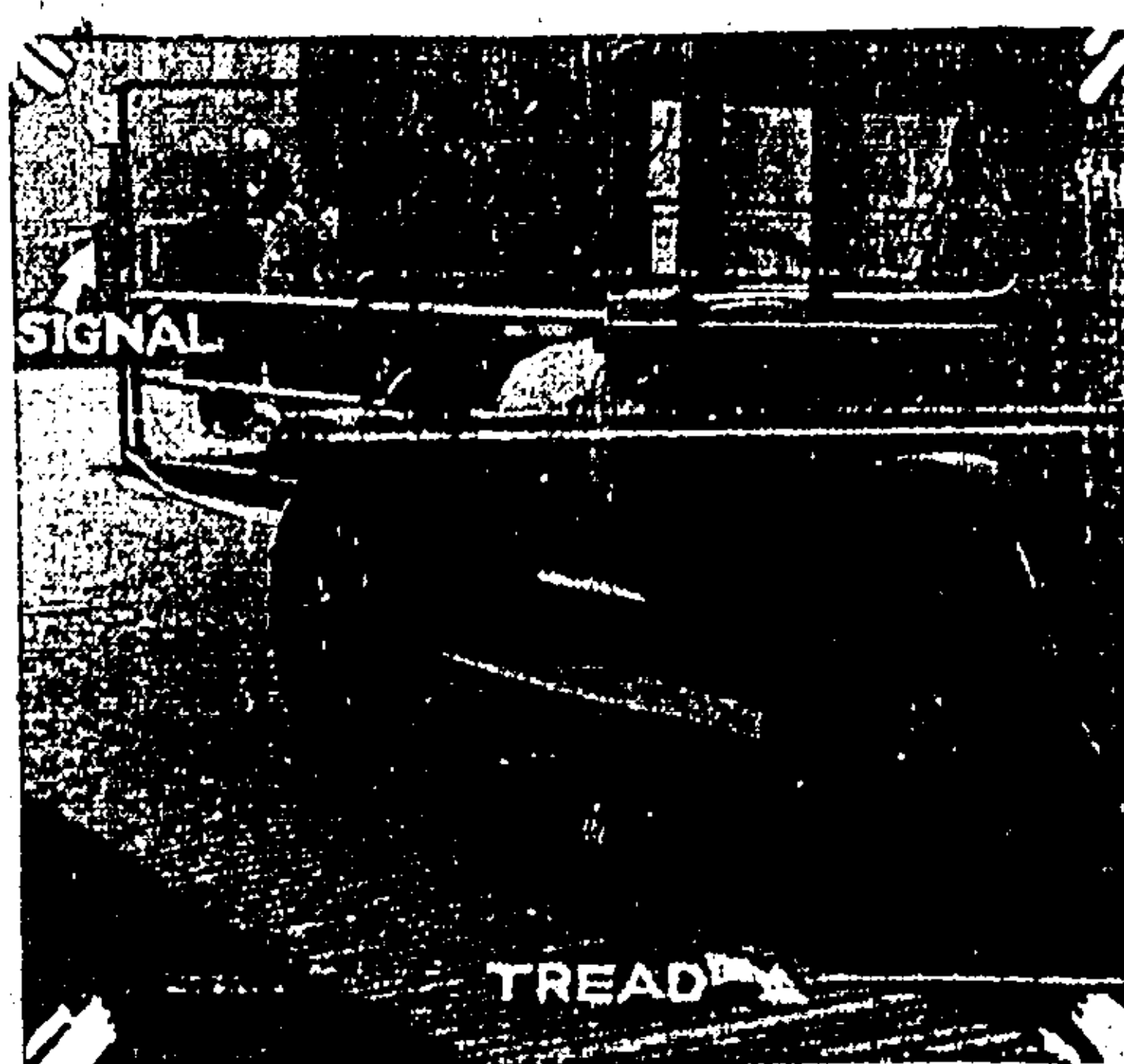
ELECTRIC HORNS.

ABUSED IN CALCUTTA.

The Automobile Association of Bengal have decided to take up the matter of electric horns with the Police. At the present in Calcutta no car may be fitted with an electric horn. This decision was arrived at by the Police some years ago at a time when the control of traffic in the city was not as efficient as it is to-day. We ourselves consider that it would be most desirable if electric horns were generally allowed to be used, but against this we have that abominable set of road hogs which abuses every rule and courtesy of the road and it is those people which the police wish to keep under. Some drivers seem to think that the idea of an electric horn is to provide as much noise as possible on all occasions, perfectly regardless of the fact that the slumbers and conveniences of the neighbourhood through which they are passing is being seriously disturbed. It is this type of "hog" for which gentlemen drivers have to suffer. It appears to us, however, that the Police might be able to meet the convenience of motorists by permitting the use of the electric horn so long as there is no abuse of it, and in those cases where there is abuse.

NOVEL WARNING INVENTION.

A Device Which Acts Automatically.



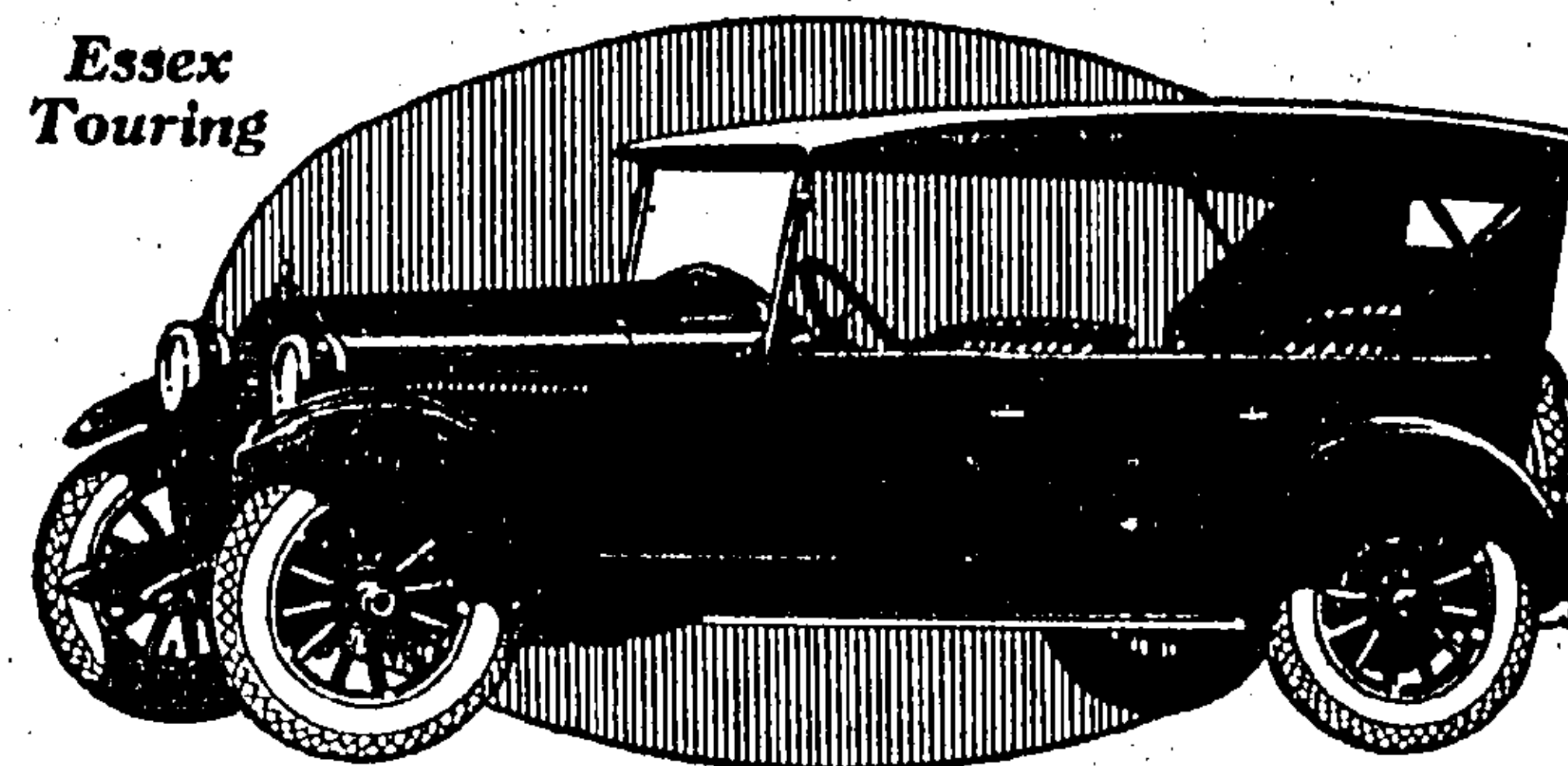
To promote safety by warning vehicles approaching from a street where the view is obscured a unique and highly useful automatic road signal has been invented by Charles E. Lyman, of Asheville, U.S.A. It is installed in Asheville and other southern cities.

An automobile or wagon on approaching a dangerous corner or curve pass a over a narrow steel tread, asking an electric contact which rings a bell or honks a horn and flashes a red light on a white post at the danger point ahead. The alarm is seen and heard by the person who is in danger before the vehicle reaches the corner.

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TYRE REDUCTION.

"FIRESTONE" TAKE THE
LEAD.

A reduction of from 3 to 6 per cent. on high pressure cords by all the leading manufacturers was announced recently in New York. The 3 per cent. applies to the larger sizes and the 6 per cent. to the smaller ones.

The Firestone company started the ball rolling and before the day ended all of the other leaders had followed suit. The cut came as a surprise to both the industry and the public, for with rubber soaring in price as it is and with most of the plant running near capacity, advances rather than

reductions were expected. In fact several of the smaller companies increased prices a few weeks ago.

Reasons for the Firestone action have not been given out, but one shrewd critic in the industry declares that it is a move on the part of Firestone to meet the competition of the semi-balloon type. Firestone does not make semi-balloons which are near the high-pressure cords in price, so it is said that by reducing as he has done he widens the price gap between the two types. This, in fact, is declared for the popularizing of the high-pressure cords and making the price distinction all the more prominent.

CORRESPONDENCE.

(To the Editor, "Hongkong Telegraph.")

The Teaching of Portuguese.

Sir,—I heard the annual report of St. Joseph's College, and was very much impressed by the following statement: "Portuguese are afforded every facility to study their language. Without doubt language study is a complex and difficult task, and whatever success has been achieved therein is due to the untiring devotion of the teachers and the hearty co-operation of the students."

The public having seen this, and not having heard of good results in the teaching of Portuguese, will naturally be led to think something untrue, and I feel it is my duty not to keep silent. So I am forced to write for the first time for the public in a guage in which I am but a simple beginner; but I trust I shall be understood.

First of all, I will say that I should prefer that the Rev. Director of St. Joseph's College, instead of the former of the two quoted sentences, had stated that he gives the Portuguese boys every facility he can give. Evidently this was what he meant, but as it is possible that all should not understand it so, some people, without a word of mine, would say that I accept the mentioned passage of the report as absolutely correct, and consequently that the failure in getting success is due exclusively to myself. Now, before that may be thought a fact, I avail myself of this opportunity to declare that it is false. In an absolute sense St. Joseph's College cannot afford every facility to a non-boarding student. Has the Rev. Director given every facility he can give? As regards him I do not deny this, but have all the teachers done the same? I regret that I must answer in the negative.

During the past year, on many occasions, one teacher retained the pupils in his class when they should have been taking Portuguese. Someone may say that in spite of that the results could be better than those secured! That is true, I agree. And why were they not better if I have done my best? The chief reason is because my untiring devotion was not met with the "hearty co-operation" the Rev. Director speaks of; but there are many others. It is because the school time is very short and many boys often reduce it to nil, and seldom to a few minutes. It is because, with few exceptions, they do not pay attention at all to what they are taught. It is because, nobody presses them to study, and because, though some leave the lessons in the middle of the year and others do not go to school even one day, all are allowed to give their names to the University examination. In short, the results are not better because under the present circumstances it is impossible for a boy to have a good knowledge of Portuguese in so short a time. The argument will possibly be adduced that in the past the circumstances were not better and notwithstanding some pupils passed in the University examinations, but it is worthless. Some passed indeed, and some will pass again, I believe, but I could say many things more, but for the present I think I have said quite enough, perhaps too much, in the opinion of not a few people. My words, I must emphasize, aim at nothing but to elucidate the situation.

Your etc
FR. ANTONIO DOS NEVES,
Teacher of Portuguese in
St. Joseph's College.
Kowloon, 12th. February, 1925.

THE LAUDER SEASON.

ANOTHER BIG SUCCESS.
Success follows success with Sir Harry Lauder, and he received a wonderful ovation at the close of last evening's performance, when he made his third appearance before a Hongkong audience. His songs were all old favourites and at his invitation the choruses were joined in with right good will.

With him, Sir Harry has a talented company. Eddy Gray's jugglery was nothing short of remarkable; Lydia Carmo and Jack Kelloway are certainly original in their dances, and the patter is good: the Hilo Luo on the steel guitar and ukulele were encored again and Harry Moore, the paper-tearer, was really clever. Miss Bindley gave effective renderings of two operatic airs.

There will be a new programme to-night.

THE WATER OF LIFE.

By the Rev. G. R. Lindsay, M. A.

"Ho, everyone that thirsteth, come to the waters."—Isaiah 55.
Most people crave for something bigger than themselves to live for. Something, they often know not what, lures them here and there. They realise that life must be more than mere existence, and is to be found somewhere and is to be discovered at all costs.

This ferment of vitality, this passionate desire for warm strong life, stirs our breasts and quickens our energies. It seems at times as if something had caught fire within us and gave us this lust for life.

It saves us from selfish parsimony and poverty of blood. It makes us fit to face life and enables us to go on to the end. Men everywhere ask for life, but often they ask it not of God. They want to drink of the water of life, but they go to "broken cisterns" for it. How many have gone astray in their search for life. They have sought it at the rivers of pleasure, sensation, excitement, stimulants and of sin itself, only to find that the kind of life these waters give is procured at the cost of demoralized character and ruin of homes. There is no living water, to quench the thirst of the human spirit. The scarcity of water in the East lends it a special value. Palestine has few perennial rivers and the brooks are mostly dry in summer. The people are obliged from October till May to depend for water supply upon wells and reservoirs, the former alone being spring

or "living water." Water was precious above everything else. It meant health, wealth, and life itself. Hence water was a peculiarly appropriate symbol of the life which God gives to the soul. "Ho, everyone that thirsteth, come ye to the waters." The message of Jesus Christ is the same as that of "a prophet, only more complete." "If any man thirst let him come unto me and drink." To drink of this living water is nothing less than to accept Him as the life and power of our souls. The life we need is in Jesus Christ. The sinner talks of "knowing life" and the worldling of "seeing life," but the Christian speaks of "having life," because he realises that life is a gift of God. This life is not a mere perpetuation of existence but a quality that changes the man himself. His hopes, his desires, his destiny. It is a life within which transfigures all life without. When Christ gives life he gives it "more abundantly." He adds to the wealth and fulness of all good things. His life imparted to us, brings new energy and vision and love, pleasures more satisfying and wider interests than we have ever known. "Ho, everyone that thirsteth, Come ye to the waters."

The Spirit and the Bride say, Come!
And let him that heareth say, Come!
And let him that is athirst say, Come!
And whosoever will, let him take the water of life freely.

HONGKONG IMPORTS.

DULL CONDITIONS PREVAIL.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton Piece Goods and Fancy Cotton Goods.—Since last reporting the market has displayed little or no animation, and with the exception of sales of London new business transacted in the interim is negligible in quantity. Mid. Am. Cotton was quoted 13.70d. in Liverpool yesterday and Eg. Sakellerides at the advanced figure of 35.40d.

Cotton Yarn.—Market remains nominally unchanged since our last report and no business has transpired during the interval. Quotations are:—No. 10s: \$220/235. No. 12s: \$225/238. No. 16s: \$235/240. No. 20s: \$230/235. Arrivals 1,600. Shipments nil. Sales nil. Unsold stock 9,700 bales. Bargains 3,000 bales. Woollens.—The market has opened very slowly after China New Year and transactions are on the smallest scale. Raw Cotton.—No sales to report.

Metals.—Market dull, nothing doing.

Flour Market Report.—Stock: 700,000 sacks. Market: Steady. Quotations:—American Patent, \$4.80 per sack; American Straight, \$4.10 per sack; American Cut off, \$4.05 per sack; Shanghai Flour, \$3.50 per sack; Australian No. 1, \$4.10 per sack; Canadian Cut off, \$3.80.

Sugar.—Market very quiet. Saltpetre.—Market improving since last report.

BULLOCKS' ESCAPE.

Wild Career of Frightened Animals.

Great excitement was caused in Glasgow recently when two bullocks, which had landed from a steamer at Meriklands Wharf, broke away from the herd and ran amok. One of them, a fine young steer, entered a railway yard, and getting on the underground passenger line, raced from the west railway, passing several stations, including Glasgow Low Level, for a distance of three miles.

Ultimately the animal mounted the platform at Dalmarrook Station, where a police officer shot it with a service revolver. The railway traffic was held up for an hour.

The other animal, which careered wildly through the streets in the centre of the city, was cornered in a cul de sac, and

BLACK AND WHITE.

Race Relations in the States.
The latest reports from the United States seem to show a relaxation in the inter-racial problem there. At a meeting of the Commission on the Church and Racial Relations of the Federal Council of the Churches of America at Atlanta it was stated that up to November 1 of this year the number of lynchings reported were thirteen, or fifty per cent. of those for the same period in 1923. Last year there was a similar drop of half from the 57 lynchings in 1922.

The "better" record is sufficiently tragic, but nevertheless, it is noteworthy. Improvements of a more encouraging nature are the widespread increase of interest in the work of the inter-racial committees that are springing up throughout America. This is the most significant movement of its kind since emancipation, said the coloured bishop, R. E. Jones, of New Orleans, reporting to the General Conference of the Methodist Episcopal Church. Most of the States have now inter-racial secretaries, and over 800 counties out of a thousand in the South have these inter-racial committees. The women of both races have been especially prominent in promoting this forward move.

For the third year in succession a "Race Relations Sunday" is being arranged for 1925, states an *Observer* correspondent. This will take place on February 8, when there will be a wide interchange of pulpits between white and coloured pastors and preachers. More important still is the progress being made for a national inter-racial conference, to be held next year, probably at Cincinnati.

The vastly increased attention being paid to negro education is shown by the budget in North Carolina, which is appropriating nearly a million pounds a year for this object. This is more than was devoted to the entire education of the State in 1910 for both white and coloured. Eleven years ago only \$225,000 was spent on the negro schools, and the current expenditure is four million dollars. Coloured high schools have increased from thirteen in 1921 to thirty-four in 1924, and the students from 1,347 to 5,341. According to Professor Newbold, of the State Department of Education, less than one half per cent. of the criminals in the United States come from the ranks of educated negroes.

shot by a policeman. In its career it ran into, and damaged two motor cars, as well as knocking down two men.

DAIRY FARM NEWS

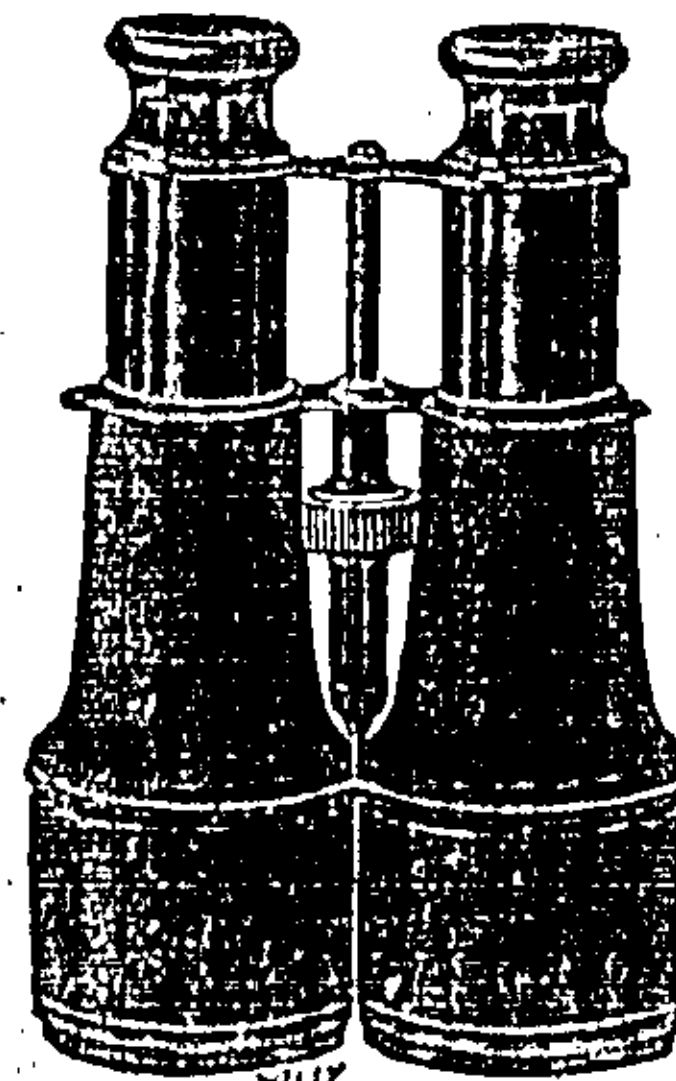
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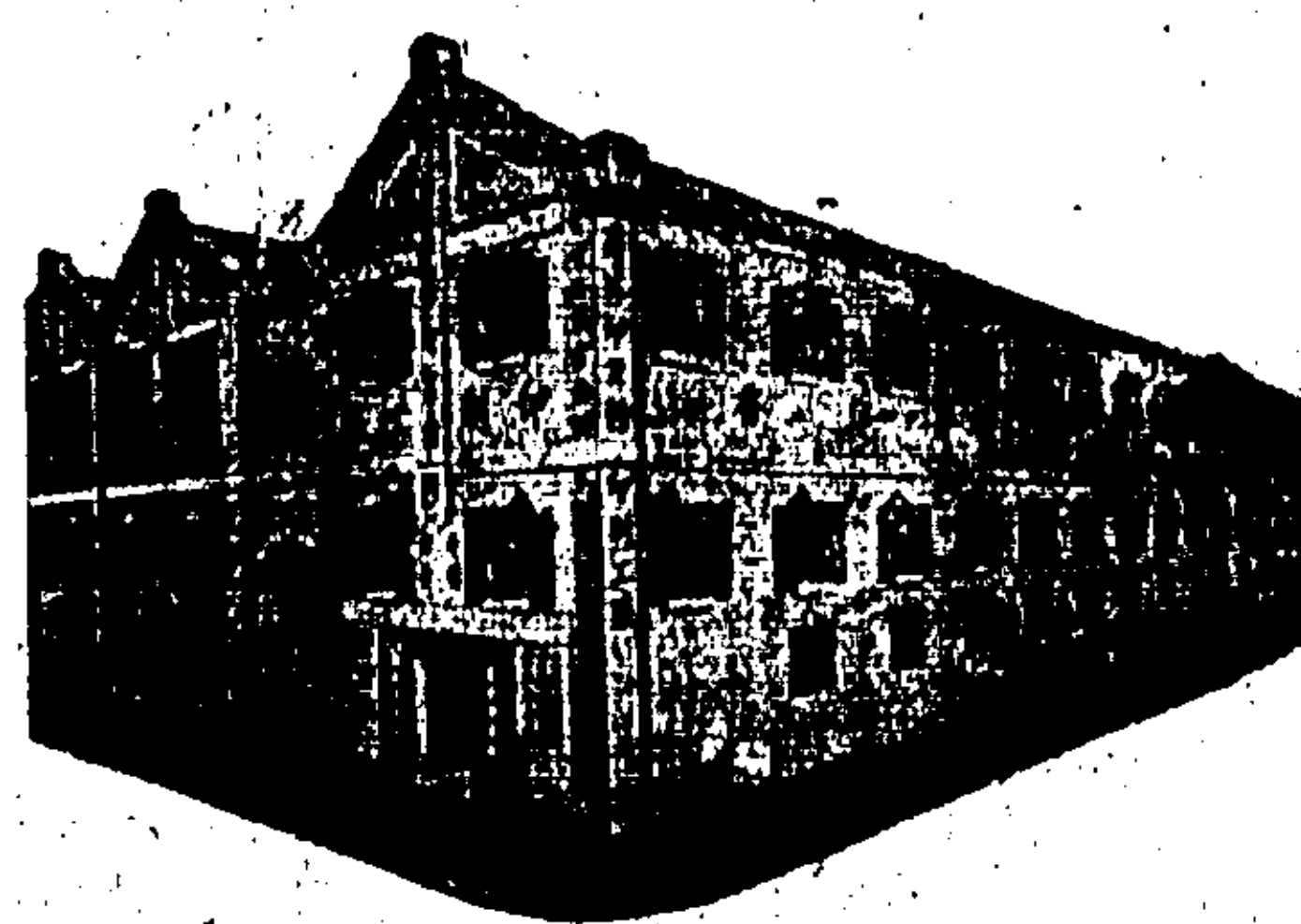
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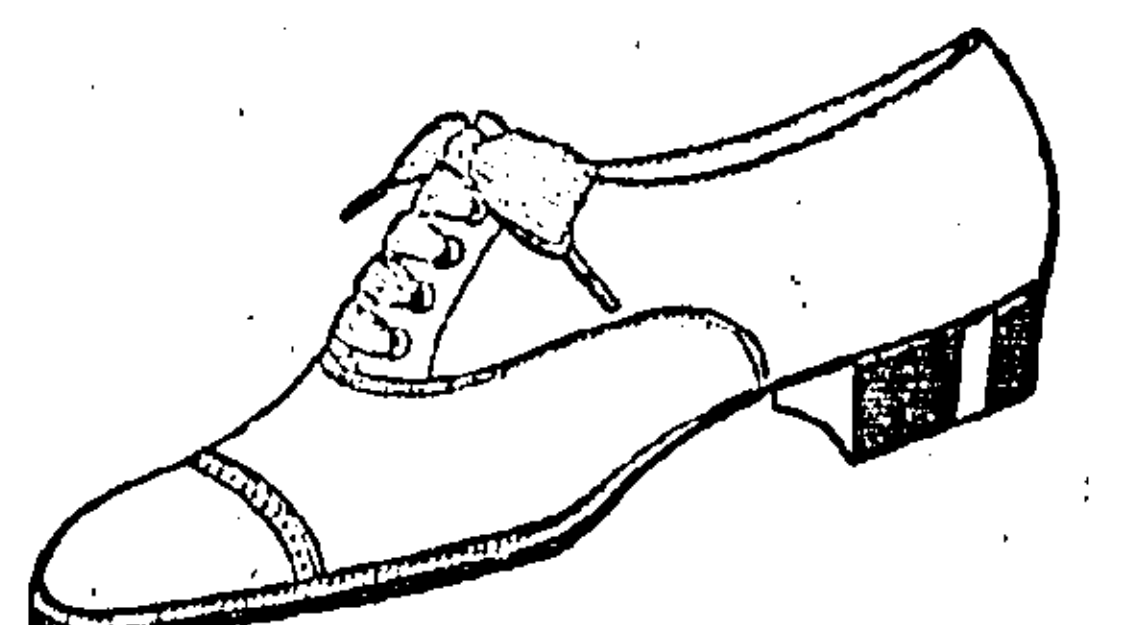
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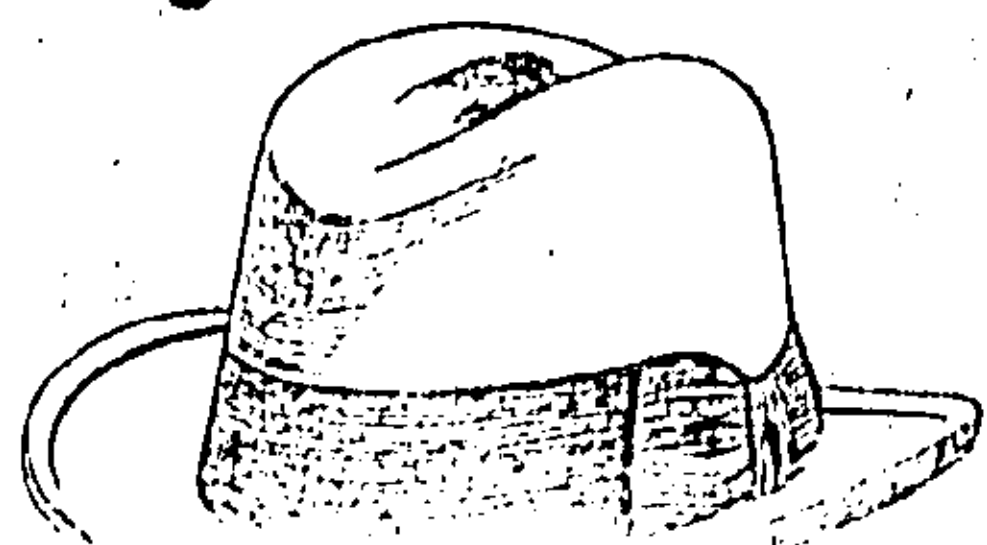
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CAMERA NEWS



WEDDING BELLS.—Group taken at the wedding of Sergt. H. E. Rogers, of the Hongkong Police, and Miss Eleanor W. Purden, daughter of Inspector Purden. (Photo: Moe Cheung).



THE NEW G.O.C.—Above is Major General C. C. Luard, C. B., C. M. G., the new General Officer Commanding the British Forces in China.



GENERAL FOWLER AND STAFF.—This group shows the retiring General Officer Commanding (Major General Sir John Fowler) and his Staff. The General is the fourth figure sitting, reading from left to right. (Photo: Ming Yuen.)



WELL PACKED.—Photo shows a scrum in the Navy-Club rugby match. (Photo: by J. C. V. Ribeiro).



A LINE-OUT.—Here is shown a line-out in the Club v. Navy rugby match. (Photo by J. C. V. Ribeiro).



LOCAL WEDDING.—This group was taken at the wedding of Mr. H. L. Mecklenburgh and Miss Phyllis B. Jamieson. (Photo: Ming Yuen).



DOUBLE WEDDING.—Here are shown the bridal party and guests at the weddings of Mr. A. L. Terry and Miss D. A. Kearsey (left) and of Mr. L. W. Harrison and Miss Dorothy Offord (right), which were solemnized at the same time. (Photo: Ming Yuen).



ARCH OF BAYONETS.—Mr. A. L. Terry is here seen leaving the Cathedral with his bride, passing under an arch of bayonets formed by members of the Engineer Co. H.K.V.D.O., of which he is a sergeant. (Photo: Ming Yuen).

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HONGKONG

SPORTS GOSSIP.

ENTHUSIASM OVER THE RACES.

[BY "WANDERER"]

After twisting uneasily in the swivel chair for something over an hour and a half, I find myself of all people one might add, lacking both the flicker of inspiration and the flair of composition; in common parlance, I am lost for words. Now the Race Meeting, as the big event of next week and of the month, should in the natural course of events take pride of place in my weekly scribble, but whereas Derby Week has pleasant recollections for many folk, the only vision it calls to my mind is one of a little more strenuous time than usual and thus the thudness.

The "early birds" have been seen on the rails in much larger numbers during the past day or two, evidence that some one is enthusiastic, and a larger number, who don't get up in the morning, have been eagerly seeking information, all of which brings one to the conclusion that next week will be one of the most successful yet. The half-breeds have been showing excellent form; good times have been registered—the ground is in right condition for it; and the Derby winner seems to have declared himself already. Local Option did the full Derby course in 3 min 17 4-5ths, seconds and dependable judges consider him capable of even better than that. His chief rival seems to be King of Hearts from the Dynasty stable, while Dr. Kow's Wimmera must also not be left out of the question. As I have already stated the ground is in splendid condition and should the weather hold, a few records are likely to go by the board.

Information that the standard of hockey in Hongkong was very high attracted me to the Navy—Jub match on Wednesday in the Sim Shield Tournament. Perhaps I was expecting too much, but while the play was interesting at certain periods, there was little about the game to impress one as good class. One or two of the Navy players showed knowledge of the intricacies of ball control but generally speaking, there was far too much reckless hitting—and missing—and little combination. The ground appeared to be in fair condition and the ball kicked but little.

J. W. Hearn, the third Test cricketer to celebrate his birth-

day during the past three weeks, was 44 on Wednesday. Son of the famous J. T. Hearn, J. W. has always played for Middlesex and despite his age is still going strong. Essentially an all-rounder Hearn has five times scored 1,000 runs and taken 100 wickets in a season, and three times has exceeded 2,000 runs while taking his century of wickets. His best bowling performance was against Essex at Lord's in 1910 when he took seven wickets for 0 runs in twenty-five balls. He has a Test Match century to his credit having scored 114 at Melbourne in 1911-12. He took part in a big partnership with Tarrant against Lancashire in 1914 the pair adding 380 for the 2nd wicket, and with Handren against Hants in 1923, when they added 375 for the 4th. In the course of his first-class cricket career he has registered over 60 centuries despite the fact that he has been unfortunate in the matter of injuries.

Controversy still rages in Naval circles as to the legitimacy of the goal which led to the dismissal on Monday of the Derbyshire from the U.S. Shield. The Hawks were a goal down when the referee awarded a foul for carrying against the goalkeeper from which the Hawks scored, (not direct) and soon after they went down and secured the winner. The point in dispute was whether the keeper was guilty of carrying, and a protest was lodged, naturally enough without avail. A tribunal dealing with such cases has no option but to support the referee on all questions of fact, though they may overrule him on a matter of law. I was reading an instance a day or so ago. A referee had given a penalty for alleged holding. At the protest meeting he declared that a player laying on the ground caught the ball between his legs and took good care that no opponent was able to kick it. He had on his own statement misinterpreted the laws of the game and of course the match was ordered to be replayed.

WETTEST PERIOD FOR YEARS

In North-west London 1924 has been the wettest year for the last sixty-five years, and in all probability for a much longer period. The heavy rain of Dec. 27th, brought the total fall since January at Hampstead Observatory up to 37.21 inches. This amount has never been equaled in Hampstead records, extending back to 1859, the nearest approach being in 1903, when 37.19 inches was recorded. In only two other years, 1879 and 1915, has as much as 35 inches been registered, and the average annual fall is about 26 inches.

RAILWAY CLIMB.

Ordeal of Transandin Track.

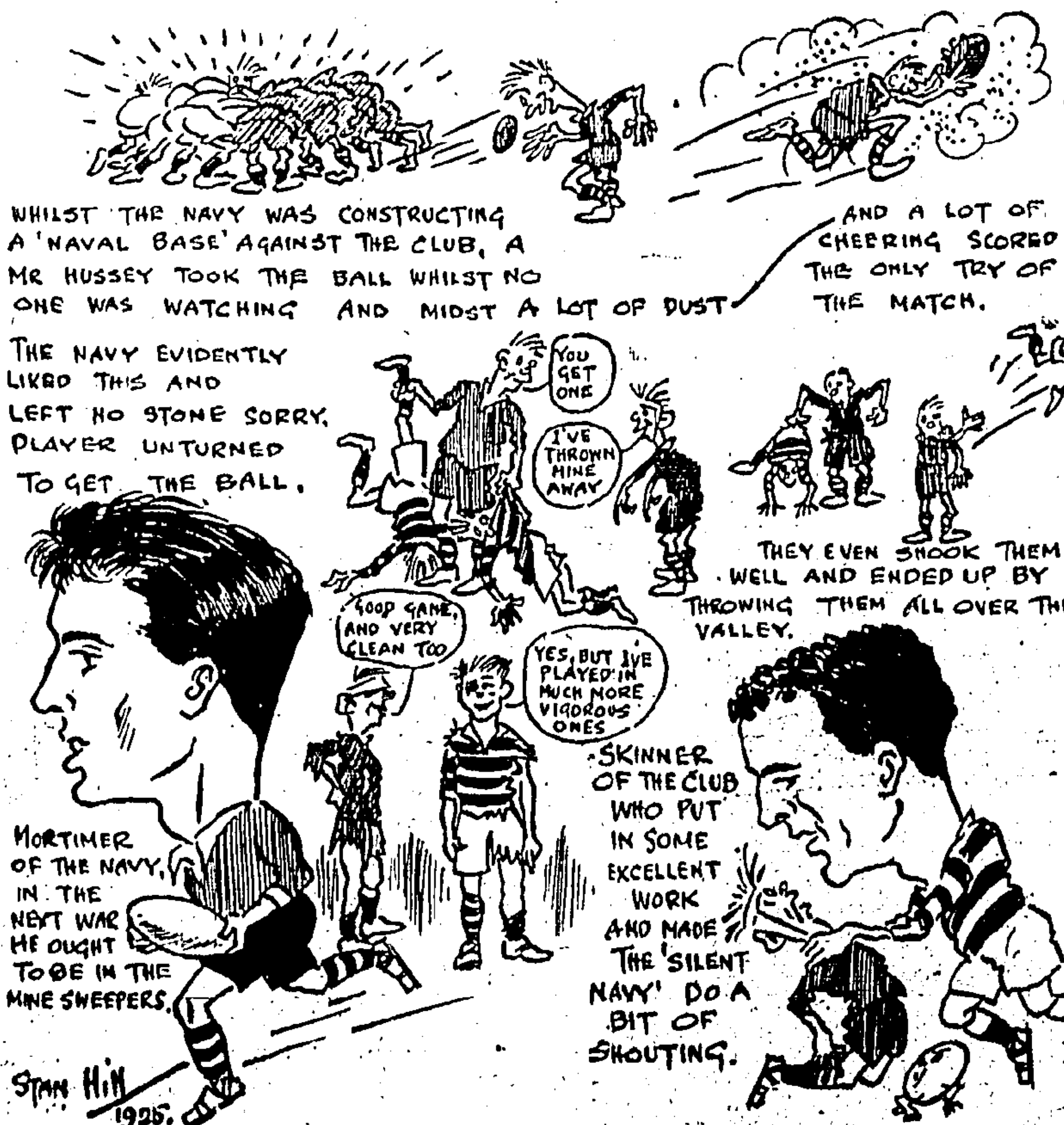
Although the distance is only about eighty miles, including all the twists and turns in the track, the journey from Lima to Oroya (says Mr. J. de V. Loder in the Contemporary) takes twelve hours. From sea level to the tunnel of La Galera, through the topmost ridge of the Western Cordillera, there is a rise of 15,600 ft., about the same as the height of Mont Blanc. After this, there is a drop of some 3,000 ft. to Oroya. Out of a valley filled with tropical fruits and flowers the train mounts to an atmosphere too scarce for any vegetation, passing backwards and forwards along ledges in the mountain side, sometimes four or five of them above each other on the same slope, through tunnels and over bridges across yawning chasms. The track is standard gauge and the gradient is a steady one in twenty-five, but there is no rack. The scenery is not so grand as that on the Trans-Andino Railway, but one's breath is constantly being taken away in wonder at the far more marvellous engineering achievement.

And one's breath is not a thing to be wasted, for such an ascent in so short a space is trying to the strongest heart and lungs. After 11,000 ft. any superfluous movement should be avoided. We were advised to have a good breakfast soon after starting at 7.30 a.m. and to sit perfectly still thereafter until we had crossed the summit. As a consequence, we felt no great inconvenience, though a half-hour's wait at Tello, at the entrance of the summit tunnel, made us both feel rather queer—just as if one might faint at slight provocation. Others in the carriage were less fortunate. The train attendant carries a tube of oxygen, and as each person dropped off there was a dash to administer the reviving gas. This mountain sickness, or soroche, as it is called here, can be very unpleasant and may be fatal to people with weak hearts and lungs. Undue exertion until one is well acclimated may bring it on in the strongest with sickness, palpitations and fever. Much pride has had its fall up here, and it behooves the most experienced mountaineers to be careful.

"FOR THE LEFT HAND ONLY." The Neue Wiener Tagblatt states that Richard Strauss has just finished the composition of a pianoforte concerto for the left hand only, which is declared to have been written for a well-known one-armed pianist. Unless report is mistaken, it is Herr Wittgenstein, who has only one arm and lives in Vienna.

OUR FOOTBALL CARTOON.

(By Stan. Hill)



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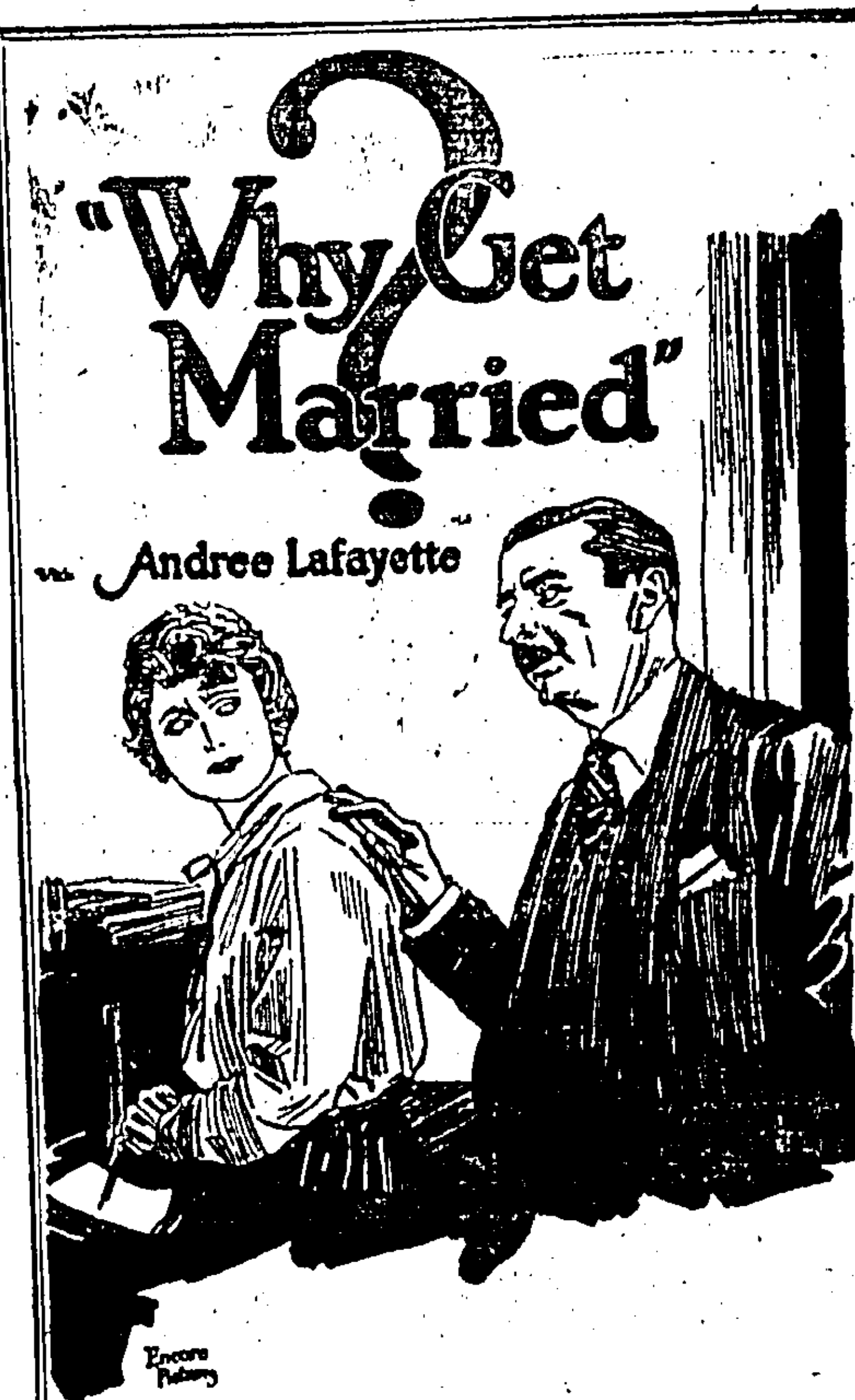
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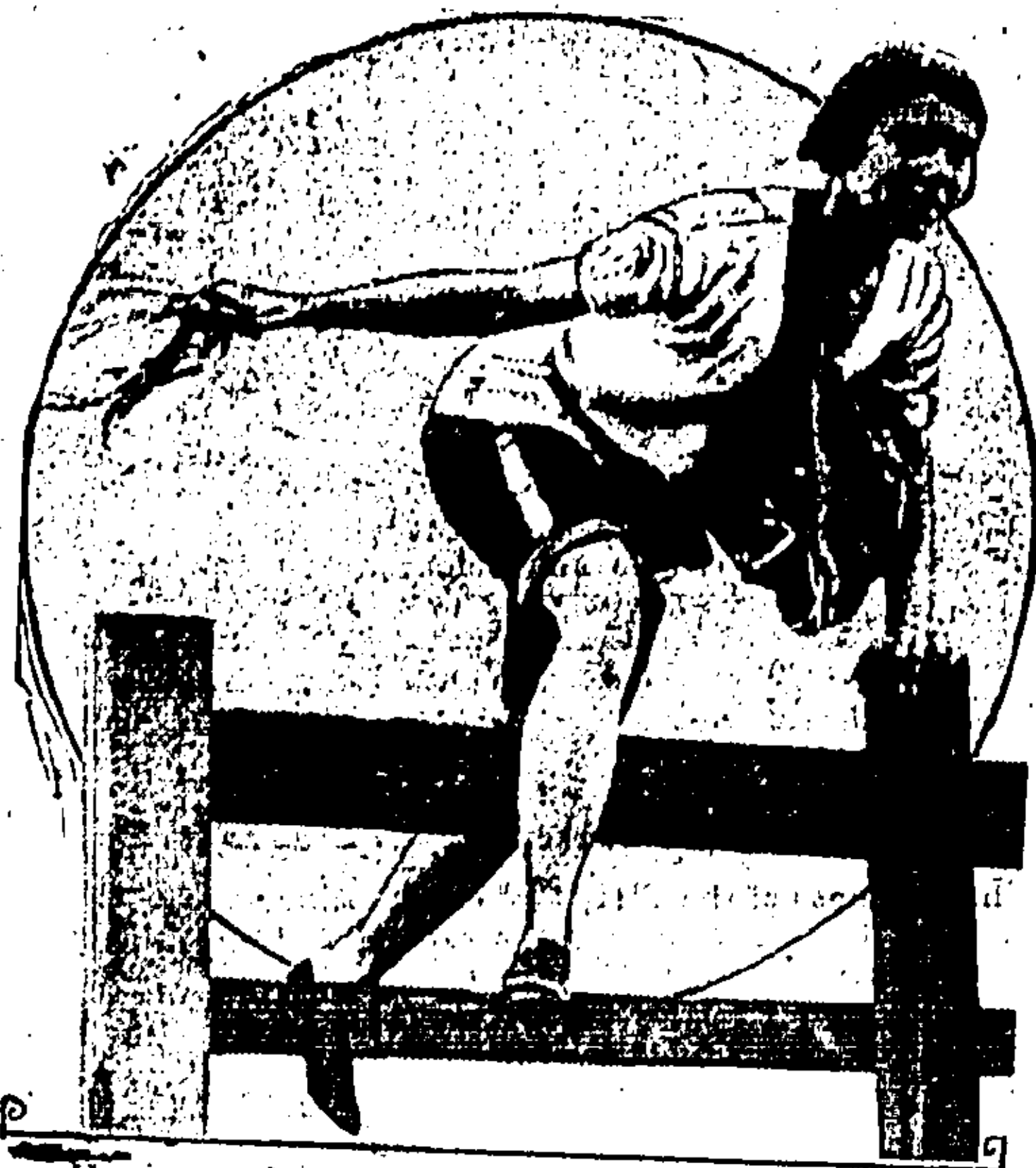
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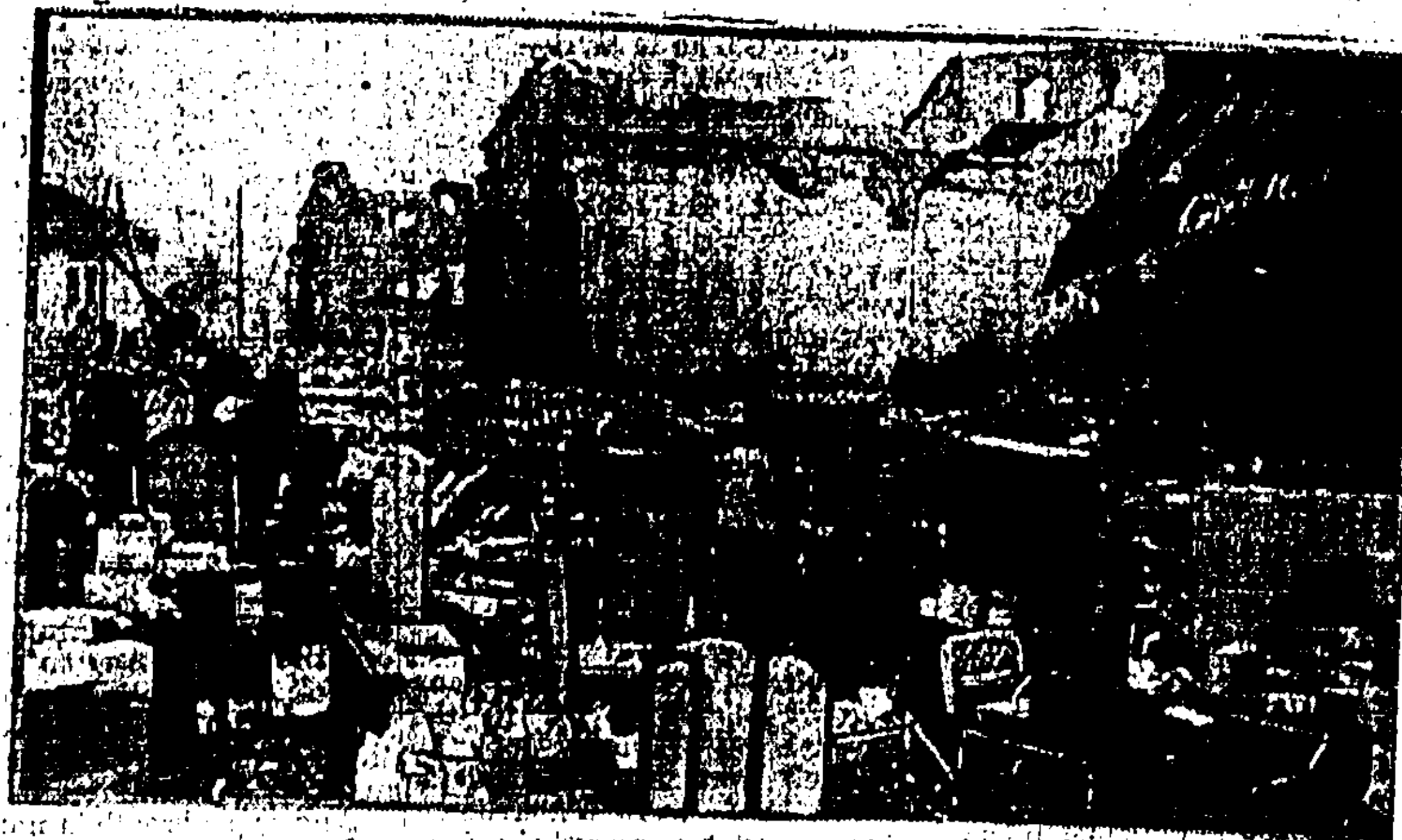
(IN TWELVE REELS)

WORLD THEATRE.

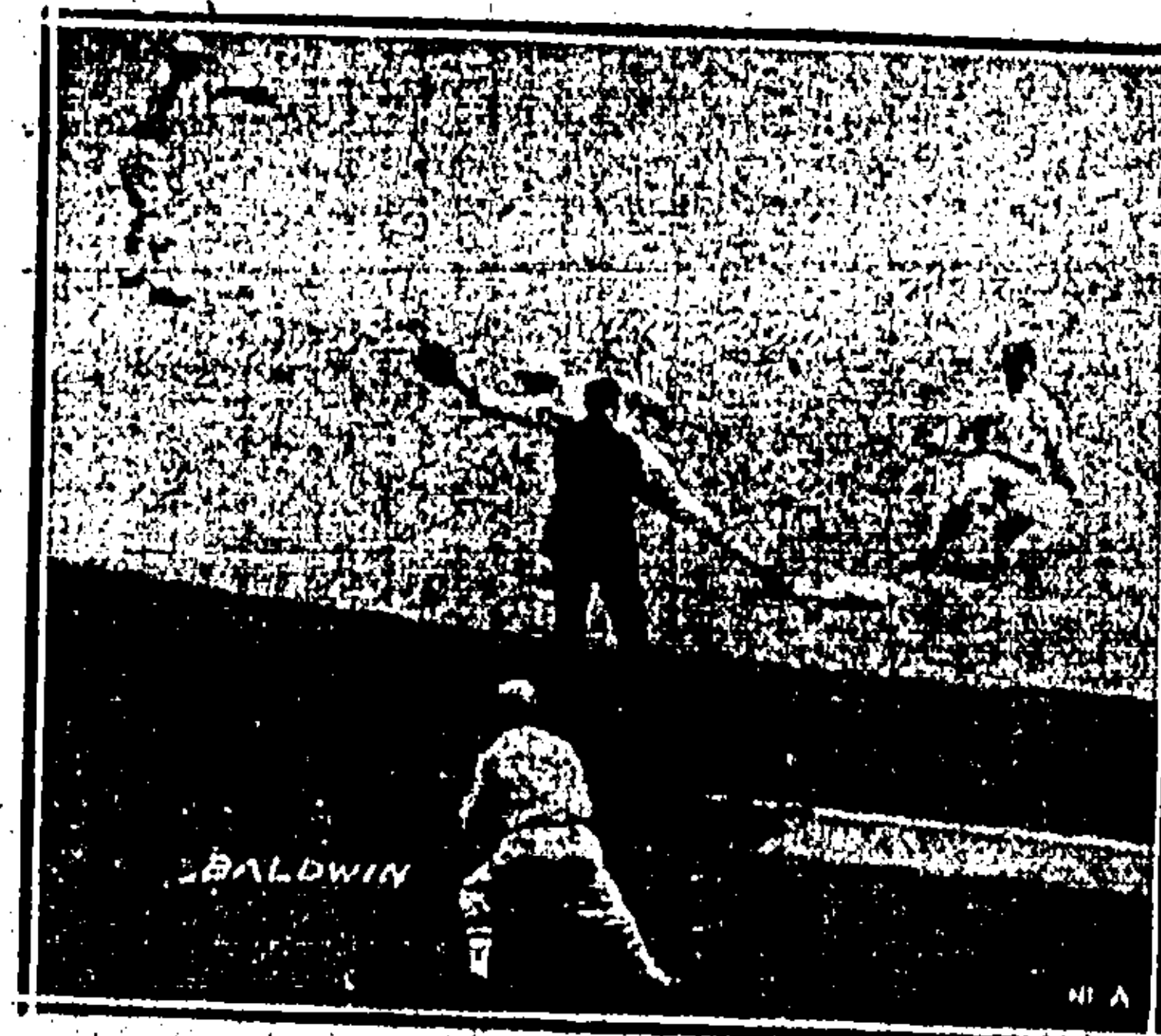
CURRENT PICTORIAL NEWS.



Here we have Miss Birchough, one of England's foremost women athletes, acting as the hare in the Middlesex Ladies' Paperchase at Surbiton. Evidently the hounds are close behind from the way she takes this hurdle.



Bank bandits, after looting two Valley View (Texas) banks of \$10,000, started a fire which destroyed two blocks of business buildings, causing a loss of \$250,000. The bandits blew open two safes, started the fire by use of a slow fuse, and escaped before the blaze was discovered. The picture shows the havoc wrought by the bandits and the fire.



Baldwin, relief pitcher for the Giants, used his head in the seventh inning of the fourth world series game. After he replaced Barnes in the box, McNulty doubled. Harris fled to Wilson in deep centre, and McNulty ran to third. Wilson threw past Lindstrom, New York third baseman, but Baldwin was there to back up the throw. He saved a run when he stopped the ball. The picture shows the ball in the air, Lindstrom vainly reaching for it, and Baldwin all set to nab it.



This photo shows the second reading of the Papal Bull proclaiming the Holy year. The Bull is being read by one of the Papal masters of ceremonies near the Holy Door under the front portico of St. Paul's Basilica. The sealed door, which is one of the four holy doors, is shown in the background. The other holy doors are at St. Peter's, St. John of the Lateran and Saint Maria Maggiore.



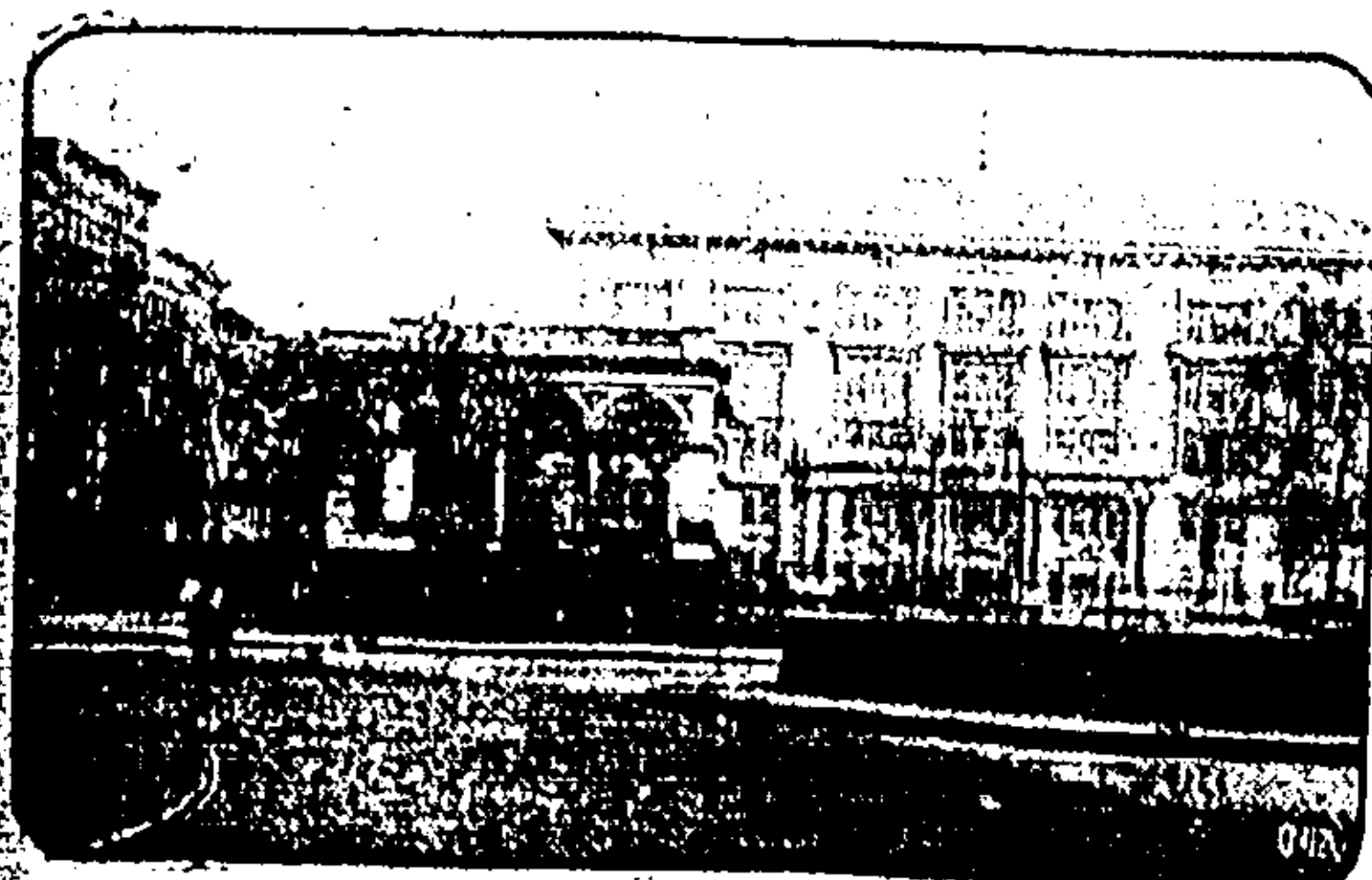
The U. S. is giving away Barnegat Lighthouse on the Jersey coast. Look at its possibilities—a fine summer residence with unrivalled lookout, and a fine storage warehouse for cross-word puzzles.



Senator Caraway, shown in the photo, says this vase, in the Senate lobby in Washington, is a two-billion-dollar one. He explains it thus: "This vase, with another like it, was the gift of the French Government. Later they borrowed four billion dollars from us. The vase is here—the money is in France."



Charles Ponzi, whose get-rich-quick bubble burst and threw him into jail at Boston, faces deportation from the United States on a charge of illegal entry. Mrs. Ponzi says she will stay with him.



A view of Rutgers Square, New York, located on the lower East Side, the name of which it is proposed to change to Gompers Square, in honour of the dead labour leader.



Most important secrets are in the keeping of Miss Gora Ruvia, who has just been named secretary of the Foreign Relations Committee of the United States Senate. The post is of a most confidential nature, dealing with treaties and other affairs of state.



Miss Bapsy Dasiur Cursetji Pavry, daughter of the High Priest of the Parsis at Bombay, is a Washington visitor. She is making a study of religious and educational institutions in America; and is a scholar of scriptural languages.



Professor Holger Moellgaard, head of the Department of Physiology, State Veterinary School, Copenhagen, has produced a compound that kills the tuberculous germ. American physicians expect great things from it. A supply of the compound is on its way to America for tests by the U. S. Health Service.



Mr. and Mrs. Calvin Coolidge, who are wintering in Washington, were among the elite at the annual football game between Army and Navy. The camera was snapped when the Army mule kicked the Navy goat as our American friends put it.

SHARE QUOTATIONS.

Stock Exchange.	Shareholders' Association.
Banks	
A.K. & S. Bank (London)	b. 1220
Chartered Bank	b. 1215
Mercantile Banks A & B	b. 1214
Mercantile Banks C	b. 1214
P. & O. Bank	b. 1214
Bank of E. Asia	b. 1214
Marine Insurance	
Canton	b. 755
China Underwriters	b. 3.05 sa. 3.20
North China	b. 140
Union	b. 256
Cangtze	b. 42
Fire Insurance	
China Fire	b. 195
S.K. Fire	b. 710
Shipping	
Oonglases	b. 58
H.K. Steamboats	b. 37 1/4 sa. 37 1/4
H.K. Tugs	b. 4.80 sa. 4.90
Indos (Prof.)	b. 38
Indos Def. Lon/Reg.	b. 120
Indos Def. H.K. Reg.	b. 120
Shells	b. 93 1/2
Forries	b. 79 sa. 80 1/4
Water-works	b. 19.10
Oriental Navigation	b. 255
Refineries	
China Sugars	b. 80 1/4
Malayan	b. 41
Mining	
Benguet Consol.	b. 57 1/2
Kailan	b. 23
Langkats Combined	b. 51 1/4
Shal Explor. New Issue	b. 31 1/4
Raubs	b. 57 1/2
Trochu	b. 57 1/2
Ural Caspians	b. 57 1/2
Docks Wharves, Godowns &c.	
H.K. Wharves	b. 205 1/4
K. Docks	b. 145 1/4 sa. 145
Hongkong Wharves	b. 210
New Engineering	b. 7.90
Shanghai Docks	b. 112 1/4
Lands, Hotels & Buildings	
H.K. Hotels (cum rts.)	b. 17.10
Do. (New) Prem.	b. 70cts. sa. 80cts.
H.K. Developments	b. 100 sa. 101 1/2
H.K. Lands	b. 2.30
H.K. Realty	b. 2.50
H.K. Territories	b. 19 1/4 sa. 19 1/2
Humphreys Estate	b. 150
Princess Bldg.	b. 150
Cotton Mills	
Two Cottons	b. 12 1/2 sa. 12
Orie nals	b. 4.20 sa. 3.90
Shanghai Cottons Old	b. 60 1/4
Shanghai Cottons New	b. 33
Miscellaneous	
Canton Ice	b. 19 1/4 sa. 19.30
Cements (cum rts.)	b. 8.10
Do. (New) Prem.	b. 28.60
Do. (Com.)	b. 19
China Light Old	b. 12 1/2
Do. New	b. 27 sa. 27 1/4
China Provident Old	b. 16 1/2
Do. New	b. 8 1/4
Constructions	b. 26 1/4
Dairy Farms	b. 10
Our A Wing (f.p.)	b. 5
" (p.p.)	b. 49 1/2 sa. 49 1/2/50
Electric H.K. Old	b. 42
Electric Macao	b. 19 1/4
Hongkong Ropes Old	b. 10 1/2
H.K. Ropes (New) Prem.	b. 58
Ropes (Combined)	b. 54 1/4
Hongkong Tramways	b. 19.10
Lane Crawfords	b. 21
Mackintosh	b. 25
Peak Trans Old	b. 10 1/4
Peak Trans New	b. 13 1/2
Sinoceros	b. 3 1/4
Taxis	b. 22
Watsons Old	b. 14.20
New	b. 15
Wm. Powells	b. 10 1/4
Nanyang Tob.	b. 10 1/4
China Buses	b. 10 1/4

Hongkong, February 14, 1925

SHIPPING NEWS.

The following local shipping and mail intelligence has been corrected to noon to-day:

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing
B. & O. H.	N.Y.K.	Yokohama	15th Feb.
Hainan	D.L. & Co.	Foochow	20th
Em. of Australia	O.P.S. Co.	Vancouver	6th
Nanking	U. & Co.	Dunkirk	25th

Impending Arrivals

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Yamaguchi M.	N.Y.K.	Singapore	21st Feb.
Kashima M.	N.Y.K.	Suez	23rd
Amoy M.	N.Y.K.	Suez	2nd Mar.
Hainan M.	N.Y.K.	Suez	9th
Em. of Asia	B. & S.	Yokohama	14th
Em. of Asia	O.P.S. Co.	Shanghai	25th

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods	Free Storage	Claims to be	Examina
Rena	T. & Co.	Kowloon	Feb. 18	in by	Feb. 17
Apparator	B. & S.	Holt's	Feb. 18	in by	Feb. 17
Leila M.	N.Y.K.	Kowloon	Feb. 20	in by	Feb. 19
Dardanos	B. & S.	Holt's	Feb. 20	in by	Feb. 19

Steamers' Movements.

Glenns for Amsterdam London & Hamburg left Shanghai 12th inst. for this port and is due here on 15th inst. Vessel will be dispatched at 4 p.m. on Monday 16th inst.

Perkins from New York left 11th inst. for this port and is due here on 16th inst.

Oriental from Port Said left for Marseilles, Havre, Liverpool and Glasgow. Expected left Port Said 14th inst. for Oren, London, Rotterdam and Hamburg. Expected left Port Said 15th inst. for Boston and New York.

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BANKS.

NEDERLANDSCH INDISCHE HANDELSBANK

(Netherlands India Commercial Bank)

Established 1863

Paid-up Capital and Reserve Fund Gld. 75,000,000.—25,375,000

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J. M. E. NIKKELS, Manager.

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ESTABLISHED 1905

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For 12 months at the rate of 4 per cent.

K. H. TONG PO, Manager.

Hongkong, February 14, 1925.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

BANK.

Established 1903

Head Office: 10, Queen's Road Central, Hongkong

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On Fixed Deposits at the following rates:—

For 3 months at the rate of 3 per cent.

For 6 months at the rate of 3 1/2 per cent.

For 12 months at the rate of 4 per cent.

K. H. TONG PO, Manager.

Hongkong, February 14, 1925.

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A. H. VERHOUSON, Manager.

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Interest allowed on Current Accounts at two per cent. per annum on Daily Balances, and on Fixed Deposits at rates which may be ascertained on application.

Mr. J. B. ROSS, Acting Manager.

Hongkong, 22nd Jan. 1925.

MORPHINE SEIZURE.

YOUNG CHINESE HEAVILY FINED.

At the Central Magistracy yesterday afternoon, a young Chinese appeared on remand before Mr. S. B. McDermott with importing 1770 ounces of heroin.

Mr. H. A. Taylor, Assistant Superintendent of the Imports and Exports Office, conducted the prosecution and Mr. F. W. Whitehouse defended.

On a further examination made since the last hearing, the drug proved to be morphine and the charge was amended accordingly.

A further charge of possessing a bill of lading relating to seven cases of gelatine containing the morphine was added.

It appeared that on February 6 Revenue Officer Langan visited the Kowloon godowns and seized seven cases of what was described in the markings as gelatine. He opened two cases and found the contents tallying with the description, but on examining a third case a packet of morphine was discovered. The cases were left in the godown, with a request to the Company that the Revenue Office was to be informed when delivery of the goods was taken.

During the day the defendant called at the godowns and presented a bill of lading for the gelatine. He was detained and later arrested.

In a further examination the Revenue Department found 111 packets of morphine secreted under layers of gelatine. The same evening the defendant took Revenue Officer Langan to 108 Des Voeux Road Central, where he said his master lived. On arriving there, however, he admitted that he had told a lie.

At the end of the evidence Mr. Whitehouse, in dealing with the first charge, submitted that the prosecution had failed to prove their case. His client only presented a bill of lading at the godown expecting to receive goods that were already in the Colony. There was no importation.

The Magistrate agreed and the charge was dismissed.

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PENINSULAR & ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hongkong (about)	Destination
ARDINIA	6,684	19th Feb noon	S'pore, Pang, C'bo & B'bay
ASIMIR	8,963	21 Feb noon	M'les, L'don, Hull & Antwerp
WALWA	10,941	7th Mar	Marseilles & London
JEYPORE	6,696	11th Mar	S'pore, Pang, C'bo & B'bay
SOUDAN	9,005	18th Mar	S'pore, Pang, C'bo & B'bay
ASTIGAR	5,334	21st Mar	M'les, London & Antwerp
KIDDERPUR	6,813	21st Mar	S'pore, Pang, C'bo & B'bay
JICILIA	10,802	4th Apr	Marseilles & London
WANTUA	9,098	18th Apr	M'les, London & Antwerp
KARNALA	11,089	2nd May	Marseilles & London
WACEDONIA	6,684	16th May	S'pore, Pang, C'bo & B'bay
SARDINIA	6,854	16th May	Marseilles & London
NAGOGA	6,896	28th May	S'pore, Penang & Calcutta
SOUDAN	10,911	30th May	Marseilles & London
WOREA	9,118	13th June	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
VALAWA	8,500	17 Feb 1 p.m.	S'pore, Penang & Calcutta
VALAMBA	8,500	24th Feb	S'pore, Penang & Calcutta
TALAWA	7,936	9th Mar	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
WANDA	6,956	28th Feb	Manila, S'kan, Thursday Is., Townsville, B'bane, S'ney and Melbourne.
ARAFURA	6,000	1st Apr	
ALBANY	4,500	29th Apr	

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KASHGAR	9,005	21st Feb	Shanghai, Moji & Kobe
SOUDAN	6,696	21st Feb	Shanghai, Moji & Kobe
BAIRIA	7,933	25th Feb	Moji & Kobe
WAPYUA	10,902	7th Mar	Shanghai & Kobe
ARAFURA	6,000	7th Mar	Moji, Kobe & Yokohama
JICILIA	6,813	7th Mar	Shanghai, Moji & Kobe
WAKAJA	6,949	10th Mar	Moji & Kobe
KARAKA	9,698	21st Mar	Shanghai, Moji & Kobe
TALWA	10,000	29th Mar	Kobe
WACEDONIA	10,889	3rd Apr	Shanghai, Moji & Kobe
S. ALBAN	4,500	4th Apr	Moji & Kobe
SARDINIA	6,684	17th Apr	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

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Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENHOLLE	9th March.	GLEN HILL	17th Feb.
GLENHOLLE	2nd April.	PE (BROOKSHIRE)	13th March.
GLENHOLLE	14th April.	L'don, R'dam & H'burg via Oran	
GLENHOLLE	21st April.	GLENHOLLE	1st April
GLENHOLLE	30th April	L'don, H'dam & H'burg via Oran.	

Movements are subject to change without notice. For freight or further particulars please apply to—

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SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong	Leave Hk. for M'la, Port Banga, Thurs. Is. & A'lian Ports.
TAIYUAN	23rd Feb.	28th Feb.

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

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CHANTILLY			15th Feb.
PORTHOES			1st Mar.
ANGKOR	15th Jan.	16th Feb.	15th Mar.
FONTAINEBLEAU	29th Jan.	3rd Mar.	28th Mar.
ANGERS	12th Feb.	17th Mar.	12th Apr.
PAUL LECAT	26th Feb.	31st Mar.	26th Apr.

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Through Tickets to London and Landing Towns of Europe. Accommodation reserved in the trains at Marseilles.

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S.S. "YANG-TSE" from Lunenburg, London, Havre is due to arrive about end of February.

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S.S. "ROSANDRA"	...	Sails about	10th May

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S.S. "VENEZIA"	...	Sails about	11th Feb.
S.S. "PERSIA"	...	Sails about	2nd Apr.

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S.S. "UMZUMBI"	...	Sails about	16th Mar.
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S.S. KASENGA	do.	19th Mar.

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FOR KEELUNG via Swatow & Amoy	S.S. "CHUKWA MARU"	on or about 17th Nov.

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Tel. Central No. 155. Tel. Central No. 140 & 4457.

FOURTH TEST-MATCH.**ENGLAND'S SPLENDID START.**

Melbourne, February 13.—Both the weather and the wicket were perfect for the commencement of the fourth Test Match between Australia and England to-day. There were 12,000 spectators. The play was slow, but interesting. Sutcliffe's day-long patience, stubbornness and clever display were much admired. He was twice missed, behind the wicket and at square leg. He was at the creases for 283 minutes and hit 14 fours. His record for the Test series, including four centuries, is 710. He received a great ovation.

Hobbs was artistic on both sides of the wicket. His stay at the creases was for 128 minutes. He hit five fours and was missed by Gregory at 50. Hearne batted gracefully and confidently. He batted for 101 minutes and hit two fours.

The scores were:	
Hobbs, st. Oldfield, b. Ryder.	66
Hearne, c. Bardsley, b. Richardson	44
Sutcliffe, not out	141
Woolley, not out	26
Extras	5
Total (for two wickets)	282

Bowling analysis: Gregory, no wickets for 61; Kellaway, none for 47; Malley, none for 93; Ryder, one for 54; Richardson, one for 25. —Reuter.

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Consignees per Company's Steamer

"AGAPENOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 12th February.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th Feb., 1925 will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 4th March, 1925 or they will not be recognised.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

12th February, 1925.

OSAKA SHOSEN KAISHA.

From Hamburg, Rotterdam and Antwerp.

The Company's Steamship

"PARIS MARU"

having arrived from the above ports, Consignees of Cargo are hereby notified that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 19th Feb., 1925 will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignees' representative and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on Wed. and Saturday. All claims must be presented within Ten days of the steamer's arrival here, after which date they cannot be recognized. No claim will be admitted after the goods have left the Godowns.

No fire insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignatures immediately.

OSAKA SHOSEN KAISHA, M. TAKEUCHI, Manager.
Hongkong, 13th Feb., 1924.

NOTICE TO CONSIGNEES.**N. Y. K. LINE**

(NIPPON YUSEN KAISHA)

FROM EUROPE & STRAITS

The Steamship

"INDIA MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where delivery may be obtained.

